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HONGKONG, TUESDAY, MARCH 2! TH, 1910.

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10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.45 a.m. to 12.00 Noon.	.Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minuter.
1.00 p.m. to 5.00 p.m.	Every 15 minuter.
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MANAGER. Hongkong, 24th July, 1905. [a208

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HONGKONG OFFICE: 10A, DES VŒUL ROAD C LONDON OFFICE: 131, FLEET STREET. EC

Hongkong, March 29th, 1910.

Ir the published inverview in which GENERAL YIN CHANG, the new Chinese Minister fo War, informed a German journalist that he contemplated introducing universal military service in China be taken seriously, Europe and America will once again be reminded of the Yellow Peril. Visions of countless hordes of Orientals descending upon the two continents will be conjured up and people prone to alarms and scares will indulge in fears which have no other founda-And all because the _sw Chinese Minister of the English-Cemetery, the other part Ministers, and is of opinion that it would confor War has given expression to ideas which, as all those with any acquaintance of the great Empire know, he is incapable of realising or carrying out to any degree. Universal military service in China, even in a modified form, is impossible at present, and for the very good reasons which His Excel-LENCY anticipates will militate against his real, as the discussion on the Bill elicited scheme. China cannot provide the necessary funds. That is the barrier to her progress in other directions, and until the he wished, and that the objects and reasons finances of the country are re-organised no of the Bill as stated in the memorandum great reform can be undertaken. That fact were wrong. In short, though it is wished is so well known as scarcely to call for to make the ground a Protestant cemetery, mention, and it is certain that such a it is difficult to do so in more than name, to the patriotic sentiments, is doomed to a to the Protestant bodies concerned, who are still-born death. Apparently the GENERAL presumably satisfied with the arrangements has been impressed by the sight of the well. I made and presumably unanimous in the rille? stanling armies of the German Em | ceremony which is to take place to-day.

with that onglity force at her disposal day wield in the counsels of the netters, and doubtless he has been stirted by the thought they Like of what China with her terning indicas could do if she were provided with week larmy. True, China has the men, Lat ale has not the money, and the dimenty likely to be insurmountable for a longer period than we need anticipate.

The position of China is very succinctly summed up in one of the books of reference in which she appears among the three countries the others being the United States and Great Britain -which rely upon voluntary enlistment. The writer in question says: "Lack of a competent Governmental and military directorate, and of a central control, absence of any organised financial machinery, want of trained instructors and leaders, diversity of population, inherent distaste for discipline military service, and prevalence secret societies must for many FOR THE COMPLEXION | years to come exclude China from the category of military powers. An ambitious project provides for the formation, by 1920, of 37 active divisions, 37 reserve divisions, and 74 reserve hrigades, a total of 1,150,000 combatants, and the eventual adoption of universal compulsory service. So far ten divisions and ten brigades (6,000 officers and 190,000 others) have been raised. These, though a notable advance on the old-time forces, are as whole ill-articulated and unavailable for employment in any one theatre. The best various provincial capitals."

Of course we can extend some sympathy to His Excellency YIN CHANG. Naturally on taking up his appointment as Minister for War he seeks to justify the selection made by the Grand Councillors, and desires to introduce some reform with a view making the army more serviceable, but like many other reformers in China who have found that the country was not prepared for their innovations he will have to realise that of the Empire, but it is not practicable; neither, if we be candid, can we say it is desirable. Education and the development of her resources may be rightly regarded as having prior claims, because China's integrity being guaranteed she has little excuse for seeking to establish a large army. Besides, the spectacle of the great nations groaning under the burden of excessive armaments, and the knowledge that despite the struggle in warlike preparations the tendency is towards universal peace, should induce other thoughts. China, profiting by the experience of others, may well pause before she enters the mad contest. Her policy should be to anticipate peace, not war, and by devoting her energies to making the utmost of what she possesses within her own borders, with an enlightened attitude towards her Western tutors, she publication. After that hour the supply is may yet lead the way towards that grand ideal, the dream of poets and preachers, universal peace.

Im November last the Legislative Council at the instance of the Sanitary Board passed an Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian religion other than members of the Roman Catholic Church, and this enactment will receive its full perfection by the consecration service which is to take place this afternoon at the Happy Valley. It is perhaps difficult to understand why the burial ground in question was not dedicated before. The omission is a curious one, and probably had it not been for the agitation which arose over the interment of Chinese in the Colonial Cemetery the subject of dedication would not have been discussed. However, the the Prince Regent attaches great importance question having been opened, it was deemed proper that as the Roman Catholics had been in possession for years of a portion of the Cemetery which had been used for the burial of persons of the Christian religion should be formally set apart by law for the interment of "persons professing the Christian religion other than Roman Catholics."—The exclusion suggested in the title of the Ordinance is more apparent than the admission from H.E. the Governor that a Roman Catholic could be buried there if scheme, however strongly it might appeal but apparently that presents no difficulties

Mr. M. J. Patell, a Parel merchant and the proprietor of Mesers. Patell & Coy-Calcutta, Hongkong, Canton and Hankow, was entertained to dinner at the Zorosstrian Club. on Saturday last on the occasion of his leaving

at Singapore autilities in March, has bee violed at Singspore of obtaining flegal grade estion as a public servant and sentenced to two years' rigorous imprisonment.

London per s.s. Hitachi Maru to participate in the Augio-Japanese Exhibition will play selections in the Public Gardens between 5 and

Mr. Alexander Montgomery Bruce (44), of 2 Polwarth terrace, Edinburgh, formerly of the Hongkong and Shanghal Banking Corporation, eldest son of the late Major-Gen: A. A. Bruce, has left personal estate to the value of £11,956.

municated with the Board of Civil Administration requiring the said Board to inform the newspaper offices that if any military secrets be published their papers will be ordered to stop publication.

The increasing demand for China tea in Great Britain is illustrated by the flaures of the troops are quartered near Peking and the official returns, which show an increased conaumption of 638,000lb. for the five months September, 1909, to January, 1910, compared with the previous similar period.

> It is stated that the British Museum has acquired for the sum of nine thousand nounds the most important collection of Oriental paintings ever offered in England. They range from the eighth to the eighteenth centuries and belong to the Chinese school.

The report of the Western Assurance Co., which Messrs. John D. Humphreys & Son are the local agents, shows a trading profit of it is no use kicking against the pricks. The nearly £79,000 on an income of £577,000 during project may please the more patriotic sons the year ended 31st December last, a result which the Company's policy-holders will doubtless appreciate.

> world trip seem to have had a particularly good! case was adjourned. time at Manila. A local journal refers to their departure in the following headlines: "Breaking home ties enacted at wharf when Cleveland sails. Many fond forewells and hundreds se the visitors off."

A.D.C., The Buffs will (wenther permitting) left on Surday evening, expecting to reach Troop the Colour in H.M. Dockyard at 12.15. Hongkong some four hours later, were delayed play to connect it with the U.S.A., and the p.m. on Thursday, the 31st inst. Those by a low tide and a heavy fog. The Heungshan wishing to witness the ceremony can gain was the first to cast loose from her wharf at admission to the Donkyard by presentation of Macao. Many of her passengers, observing the their visiting cards at Murray Road entrance.

Two natives appeared before Mr. J. R. Wood at the Magistracy verterday on charges of returning from banishment, and one was further was not proceeded with, but for returning from banishment each man was sentenced to twelve months' imprisonment and four hours' stocks

Chao Erh-haun and Lien-yu have wired asking the Peking Government that as there are many foreigners at Gyantze in Pibet and precautions have been effected against any troubles caused by Tibetans with sufficient number of troops. the Peking authorities will negotiate with the British Minister to appoint a British Consul at Gyantze.

According to the Chinese Press, although the Grand Councillors have recommended Si Liang Cheng for the post of Minister to Germany, in place of H.E. Yin Chang, recalled to take up the Presidency of the Ministry of War. the charges against him made by Vicercy Yuan Shu-haun in connection with the management of the Canton railway are still pending, and for this reason his appointment is very unlikely to be confirmed.

It is reported from the Imperial Palace that to the coming inaugural meeting of the Senate in Peking and proposes to attend this memorit is stated, has conferred with the Government to attend the Senate and its deliberations, added to the fact that the question of his sest would also be a matter of difficulty. A request was. therefore, made asking his Highness to refrain

The Chinese of Cebu have formed benevolent association, and the articles of inin the hands of the division of archives of the of the sir. executive bureau for registration under the law-The association has been formed for the purpose of building a new Chinese hospital and improving the Chinese cometery. The old hospital organisation in which the empire would only is to be abandoned and a new one constructed at of almost P20,000 raised among the Chinese of Cebu. All indigent Chinese people will have the doors of the hospital thrown open to them and their remains will find a resting place in the newly laid out cometery free of all charge. factory results of his inquiries.

the Colony on holiday. He was also presented with a fine carved silver flower-holder by the chairman, Mr. F. P. Shroff, on behalf of the members as a token of their appreciation of his generous support to the club.

The Japan Industrial Bank has closed its Book banch, making the Bank of Kores its agents in Korea. The bank opened business in that city four years ago and rendered good service to the industrial finances of the country. On account of the establishment of the Bank of Kores, it has been considered that there is no longer any necessity for the Industrial Bank to take part in Korean monetary affairs and hence its withdrawal has been decided upon.

The Magistrate of Shanghai native city has reported the census of Chinese in Shanghai to The Japanese Military Band on route for the Provincial Tressurer of Kiangsu as follows: -In the native and of Shanghai-number of houses, 31,592 (and 9,262 houses attached thereto); males, 129,055; females, 75,333; chiln of the age of education, 5,776; youths, International Settlement - Native Chinese, 169,001; Chinese from other places, 221,397; Foreigners, 11,497. French Concession - Natives about 70,030, Foreigners

During a trial at Manila it was shown that The Chinese Military General Staff has com- the opium smoking Chinese are driven to strategy in order to be able to indulge in the use of the prescribed drug and evade arrest by the agents of the bureau of internal revenue. Kao Co was charged with two others with having been caught smoking, and during the trial it developed that these men, Kao in particular, had been accustomed to hide themselves in a large vat set in the ground like a well, and having covered themselves over carefully with petate, had quietly smoked without fear of detection. On the day they were arrested the vat was full of hides and tanning mixture and they had to go elsewhere to smoke with the resul that they were caught in the act.

EUROPEAN CONSTABLE ATTACKED.

On Sunday Constable Atwell arrested hawker at Wanchai for causing an obstruction. No sooner had the constable laid hands upon the hawker than the latter's father is alleged to have sprong upon him and, assisted by his son, to have roughly handled the policeman. The constable whistle was wrenched from its chain, the puggery was torn from his helmet, and he bore other marks of the attack of his assailants, who were charged before Mr. J. R. Wood at The American tourists doing the round the the Magistracy yesterday. The hearing of the

BELATED EXCURSIONISTS.

The two excursion steamers which ran to Macao on Sunday were filled with passengers, ome visiting the Holy City for the day and By kind permission of Commodore Lyon, others to return on Monday night. Those who Dollar Princess" to a crowded and delighted state of the tide, rightly supposed that she would not be able to cross the bar, and as a conasquence boarded the On Les for the return journey. The Heungshan, however, was first sister, acts her part with all the grace and into deep water, and reached Hongkong at 10.30 charged with stealing a jacket. This charge p.m., while the On Lee's passengers did not land here until 1.30 a.m.

PUBLIC GAMBLING IN SHANGHAL Mr. Landale, in moving the adoption of the report and accounts of the Shanghai Municipal Council last week at the meeting of ratepavers. said :- Gentlemen, -- We have closed the Albam. bra, it may he hoped in perpetuity. The means which we adopted were not those which would commend themselves to a purist in legal procedure, but they were those which I venture to think will commend themselves to this cosmopolitan, though none the less common-sense community, for the reason that they achieved their end and the end has justified means. Now, gentlemen, I must explain that our action in this matter is not to be regarded as indicating an intention to assume on the part of the Council the right to enter the premises of any resident without a warrant, but, as guardians of the welfare of this community, it is at times necessary for na to interfere in matters which it may be argued are strictly speaking beyond our province. That all that transpired in connection with this matter has not and can never be made public, must be obvious to any of you who have read between the lines in the correspondence contained in the Annual Report. To those who would criticise our action I would say, that we have no desire to form a precedent, or to defend the course we pursued upon legal grounds, but the result able ceremony. The President, Prince Pu Lun, should be a warning to them, be they private in dividuals or Government officials, that this community refuses to be exploited for the what may be the cost.

COMMAND OF THE AIR.

The Reichstag on March 1st adopted from attending and the suggestion has been resolution calling upon the Government to establish at Friedrichshaven, under the direction of Count Zeppelin, an imperial institute for aerial navigation and aviation. Speakers of nearly all parties urged that everything should be done to prevent other countries from overtaking corporation have already been drawn up and are | Germany in the competition for the command

The Secretary of State for the Interior, Herr Delbrusck, rather discouraged the proposal, which he said was opposed by the Treasury for financial reasons. A better plan would be an participate through contributions and have corresponding share of the control. It would where all technical noveities could be tested. It was his intention to put himself into touch with experts in order to aspertain what was

BLEGRAMS.

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AMERICAN BATTLESHIPS FOR MEDITERRANEAN.

London, March 28th

A Washington telegram states that the American Government has decided to send the Atlantic Battleship Fleet to cruise in the Mediterranean Sea during the month of November.

RUSSIA'S NAVAL PROGRAMME.

LONDON, March 28th. It is stated that the Government will shortly introduce in the Duma a programme of shipbuilding amounting to £75,000,000, covering the next

FORWARD POLICY IN INDIA.

London, March 28th. Indo-Bhutanese amended Treaty has been signed, whereby Bhutan receives an annual grant 100,000 rupess from January 1910 Bhutan agrees to be guided by the advice of Great Britain regarding external relations, and the British are empowered to interfere in internal faffairs in Sikkim and Kuchbehar. In the event of disputes arising Great Britain is to arbitrate.

The "Standard" congratulates the Indian Government on this agree- Philippine Islands in the name of the Chinese ment, which in view of China's forward policy, it considers was concluded none

"THE DOLLAR PLINCESS.

At the Theatre Royal last night the Bandmann No. 1 Opera Company introduced "The connection becomes more pronounced as the play proceeds, for the alluring American twang and ways lend to the piece much of its charm, Mr. Fred Coyne fills the role of an American multi-millionaire to perfection, while Miss Florence Beech as "Alice." the millionaire's naturalness with which "Princess Alice" captivates her compatriots. Mr. James McGrath as "Freddy Fairfax," is a typical young Englishman of marked urbanity and little cash Mr. Harry Cole makes his bow as "Mr Bulger", the millionaire's confidential clerk, and his irrepressible humour, as usual, shatters the seriousness of his auditors, who are compelled to laugh with him and to laugh at him. Miss Wilmot Karkeek as "Olga", a lion queen and a Russian Countess with an unpronounceable name, holds the attention of the audience, while the other characters in the caste combine with the principals in making a success of a comedy which, if repeated after the second night, would still attract a full house to the City Hall.

DEVELOPMENT OF MORO LAND.

The progress made in the More Province was the theme of an interesting interview which appears in the Cablenews American. Charles F. Bichmond, district auditor of the More Province, was very enthusiastic regarding the general condition of affairs in the Moro province and said that everything is having an upward tendency there. At Davae, for instance, the coccanut men are jubilant over their prospects and are making money. He said that several of them have stated to him that they had started in with an infinitesmally small capital and that for some little time past they had been enabled to make a good living and two or three hundred peros per month beside. As their plantations get older their income will correspondingly increase. Rubber is also destined lying over the Sea of Japan yesterday is to become a big industry in Mindanao, moving away over the Pacific to the North of according to Mr. Richmond. He stated that the samples of this article sent back to the United States had compared favourably with is inclined to fall again over China. Another other like products and that it would be but a depression is probably developing over the short time before rubber would be one of the Yangtze valley. big products of that island. Although the price of hemp still continued rather low, the tendency North, and over the Pacific in the neighbourwas towards a slight increase and the growers I hood of the Bonins in the East. were honeful that before long it would be even better. The lumber industry siso, said Mr. Richmond, was greatly increasing and he had heard that before long several new companies were to be started to exploit the woods of that province. On the whole, times are good in the More Province, and are steadily getting better. The difficult of wecuring sufficient labour to work the plantations is the one great drawback to a rapid a cost of P10,000. The association has a capital also be well to have an experimental station, development of the land, but even that is commencing to be solved. The Moros except in a few isolated instances, are peaceful now and are giving up the leris and gun for the more practicable and what the expense would be, and peaceful farming implements, and more are he hoped soon to be able to communicate satistication or the leasons of the

REVIEWS

The A. B. C. of Go, the National War Game of Japan, by W. A. DE HAVILLAND. Hongkong: Messrs. Kelly & Walsh.

Japanese "Go" is not more pushfulness, a characteristic of the race, but is the name applied to a game of strategy, or the national war game of Japan as our author describes it. This game is played on a board usually consisting of a heavy block of yellow stained wood, generally from three and a half to five inches thick, and resting upon four small supports. Instead of the familiar black and white squares of foreign chess boards the whole surface is of the same colour, the field of play being divided into parallelograms or squares by means of cross lines making eighteen squares to a side. The pieces or men consist of smooth stones of elliptical shape and, somewhat recembling buttons and number about 180 of each kind. The object of the game is to capture uncocupied territory and to hold what has been gained.

"Go " is described as a " highly intellectual game in which strategic ability is played to great advantage. . . . It requires cool judgment and akill and ranks with chess in European countries." Curiously enough in China, the land of its origin, the game is no longer popular. but in Japan it is par excellence the game of the educated classes, though universal enough to be called the national game of Japan.

The author gives a very lucid explanation of the rules of the game, illustrated by diagrams, and with this excellent little guide it should not be difficult for anyone to learn how to play.

The Newspaper Press Directory for 1910. C.

Mitchell & Co., Snow Hill, London. There are now a considerable number of these useful compilations, but Mitchell's is the oldest. and, like most old institutions which march with the times but avoid modern catchpenny methods, it is still well in front. It is up-to-date, reliable, simple in its classification, and ample in its indexing. It is as interesting as it is useful, containing several well written articles, full of information not only to newspaper men, but to mercantile men and manufacturers, especially those on Colonial and foreign trade, showing where opportunities exist and of what nature.

A SENSIBLE DECISION.

Under the above heading the Manila Cablenews American says:--Anyone who is familiar with the legal injustice done to so many Chinese residents of the exclusion law will be glad to know that the Supreme Court has sustained the sensible finding of Judge Crossfield, that there is no authority in law for deporting a bond fide Chinese merchant doing business in the Philippine Islands. The decision is an oasis in a decidedly arid desert of constructions of

the Chinese exclusion law. We do not know by what process of reasoning the court reached its decision in this case, but evidently by the more simple, rational and direct What would be harder to follow would be the meandering logic by which some other judicial conclusions on the Chinese exclusion

law have been reached. There are hundreds of other Chinamen in Manila in the same condition as Tan Sam Tao. the principal in the case just decided by the Supreme Court. This Chinaman, who was shown to own P.1.000 worth of stock in a concern doing a legitimate business in the Philippine Islands, was arrested for not having a certificate of registration. The immigration authorities proceeded on the doctrine that the man was not a merchant because he did not buy and sell in his own name at a fixed place of business and the rest of the stuff by which a merchant is defined in the Chinese exclusion act.

To the credit o: the Supreme Court and of Judge Crossfield, who decided the case in the first instance, a precedent that follows the rules of common-sense has been established. The court holds in substance that the essential thing is that the Chinaman be a bona fide merchant in the generally accepted definition of that term.

THE UNDER-SECRETARY FOR THE COLONIES.

Colonel Seely is a popular and well-meaning man, remarks a Caylon paper, but he knows nothing of the Colonies over which he is in such important charge. We are suffering badly in Ceylon from the application of academic Western principles to our local system of Government, and we should be spared such stupid experiments if we only had at the helm in Dawn ing Street statesmen who knew from practical experience the conditions which previous Greater Britain and particularly in the Crash Colonies. Colonel Seely is not exactly like the famous statesman who, when appointed Secretary of State for the Colonies, sent for a map of the world to see where they were: he at least was in South Africa as a Yeomanry officer for a year, and probably knows the geography of the Empire sufficiently well. Some day we shall have round men put into round holes, and then the Crown Colonies will have ministerial chiefs who will have a lifetime's experience to aid them in doing their work.

WEATHER REPORT.

The Hongkong Observatory yesterday issued On the 28th at 12.10 p.m.—The depression

The barometer has risen over Japan, while it

Pressure is highest over Manchuris in the Moderate E, and S.E. winds may be expected in the Kormosa Channel and over the northern

shores of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is se follows :--Hongkong & Neighbourhood(*) Formess Channel Same as No. 1; South coast of China between)

Same as No. 1. Hongkong and Lamocks. South coast of China between 1 Same as No. 1 Hongkong and Hainan ... 1

(*) E. and S.E. winds, moderate; cloudy,

SHIPPING NOTES.

It is understood that further important docking facilities at Portsmouth are in comtemplation in view of the greater accommodation which will be required for the ships of the Droadnought class. The proposed addition will be a large dry dock parallel with the present new dock, and it is expected that this will lead to gave so much trouble that the shipthe provision of more basin accommodation also.

ing the past few days from the presence of foge. Not only the riverine craft have been delayed, but many of the coasting steamers have arrived behind schedule time, and these in charge have not been sorry to reach port and end the period of anxious watching.

The British steamer Knight Errant, laden with 10,000 tons of beans from Vladivostok, collided with ice-floes and sustained severe damage. According to a telegram from Tokyo to the N.C. Daily News, dated March 17th of the Moor Line Sir Walter Runciman she sprung a leak and was in danger of sinking when she reached Moji, but Water Police and firemen came to the as another example of legislature meddling at A. G. da Rechs, O. F. Rozario. Starters, rescue and prevented her from sinking. The the bidding of a few irresponsible uneasy spirits | Messrs. A. E. S. Alves and J. M. V. Remedios; Knight Errant is a steel formasted steamer of no practical experience in matters that are Time-keepers: Messrs. C. M. S. Alves and J. O. of 7,454 tons, and was built in 1898. The owners always better regulated when left to the mature Remedios. Clerks of the Course: Messre. are the Knight S. S. Company, Ltd., of Green. judgment of masters and men. "The

bourhood of Mossel Bay. A most significant way, which was found three weeks ago, has been sent to the builders of the missing liner Waralah, with a view to identification. It will be remembered that the Waratah left Durban for Cape Town on July 26 last, with nearly 200 persons on board, and was seen the next day in a violent storm. Since then she has not been heard of, and was recently posted at Lloyd's as " missing." Mossel Bay is about 250 miles from Cape Town, and 600 miles from Durban.

Following upon the denial that there was any truth in the report, it is now announced that the Hamburg-American Company contemplate the construction of a passenger steamer of mammoth dimensions. A couple of years ago, it will be remembered, Herr Ballin had a similar object in view, and entered into a contract with Messre, Hurland & Wolff for the building of the biggest ship in the world, to be called the Europa. As events proved, the condition of the Atlantic passenger trade was momentarily unfavourable for the enterprise and the contract was annulled without loss to the Hamburg-American Company. Subsequently the White Star Line resolved to build two monster steamships at Messrs. Har--the Olympic-is to be launched in October. Instead of ordering his big ship at Helfast Horr Ballin has now given the contract for it to the the decision means the loss to British shipbuilding of an order worth anywhere from a million to a million and a half. On the other hand, it has to be remembered that Messrs. Harland & Wolff would have no vacantalip for some eight months to come, and these big vessels take a very long time to build. Finding his company in better financial fettle, Herr Ballin may well desire that no time should be lest in putting the Europa in hand without delay. This rather assumes, however, that the Vulcan Company can hasten the serious preliminary arrangements necessary for the construction of a ship excelling the Cunarders in size. So far, the biggest merchant ship which any German shipbuilding company has produced is the George Washington, of 27,000 tons, for the Norddeutscher Lloyd. The Europa will mark a further stage in the progress of the German shipyard.

The Canard Company has not been long in deciding about its future policy in relation to Queenstown. The call of its homewardbound steamers at that port, which was tentatively abandoned during the winter, Is not, it is now officially announced, to resumed during the season. The mail steamers Ill until further notice continue to proceed from New York to Fishguard, and thence to Liverpool. But the Irish port will not be altogether ignored. The Caronia and the Carmania. which during the season leave New York every other Saturday, and the Cunard steamers sailing from Boston will still call at Queenstown. These are presumably considered adequate facilities for American patrons of the Cunard who wish to tour in Ireland. The decision now arrived at will not be welcomed by Queenstown, but it is the inevitable corollary of the success of the Fishguard route to London and the Continent. There will be no alteration in respect of the outward call of the Cunarders at the Irish port.

Dependence on foreigners and Asiatics for the manning of many British ships is a regrettable feature of the age. But while there is general agreement that the British sailor is the right man for the British forecastle, there is a curious divergence of opinion among shipgenera as to the reasons why the alien so largely supplants him. Mr. Lawrence Glen, a Scottish chipowner, urges that the status of the British seaman requires to be raised. He declares that owners would give each man a room to himself and overy other comfort if that would only induce good seamen to come forward. With a view of avoiding the contaminating tone of the medern forecastle, he suggests the shipment of better presumably have to be permanent hands, and existing conditions appear to render that impossible, except in particular cases. But Mr. Glen's views as to the importance of environ. for the situation is one which will not last long.

ment are discounted by Mr. T. Royden, deputy chairman of the Cunard Company, who has just been telling the experience of a firm which tried the experiment of providing a very comfortable forecastle, with baths and other conveniences, with a view of attracting good British crews-The ontcome was disastrous. Despite the additional comforts of the ship, the crew owners were compelled to take on Asiatics. Mr. Royden repudiates the suggestion that Asiatic Local shipping has suffered considerably dur- crews are cheaper, and asserts that lack of discipline, largely due to foolish and irresponsible legislation, is the real trouble so far as the British seaman is concerned. "When we find shipowners and captains united in preferring Asiatic seamen, it shows," says Mr. Royden. "that there must be something rotten in the state of affairs."

The Eight Hours Act has proved a veritable thorn in the flesh for British shipowners, and this just at a period when they were reasonably A. O. Barretto, D. P. J. Lopes, J. hoping for good times. At the annual meeting Osmund, C. M. P. Remedies, P. da spoke out strongly on the subject. He described the measure as a disastrous experiment, and certainty," said the speaker, " of what is going to happen is most perplexing. We have severa Interest in the Waratah mystery was revived boats ready for chartering, and have by a telegram from Cape Town on March 3rd find employment outside the affected zone. The stating that a quantity of wreckage has lately rest I am sending as far out of reach as possible. been washed ashore at intervals in the neigh. The Moor Line since the Act came into force has lost at our lowest estimate over £2.000. object is a cushion, marked W., while a hatch- The aggregate less must be enormous." What with coal-trade troubles at home, and the prolonged dispute in Australia, the gilt has been largely taken off the gingerbread.

AN INTERESTING CUSTOMS DECISION.

A decision that is of interest and importance to importers of foreign made goods into the Philippine Islands has been handed down by the Supreme Court in the case of Murphy, Morris & Company-versus the Collector of Customs.

Murphy, Morris & Company acted as brokers for Mesers, Moll. Kunzli & Company in connection with a shipment of goods. On the face of the invoice the shipper of the goods declared that he was the seller and added to the account for the goods a charge as commission on which a duty was levied by the collector of customs on the ground that it was a part of the

valuation of the goods. The importers protested the charge, but the lower court found that the shipper being the seller the duty charged was a legitimate one. Had the shipper been a purchasing agent only the charge for commission would not be taxable. The Supreme Court has affirmed the decision of the lower court.

MEMORIAL TO DR. CAWAS LALCACA.

Sir M. M. Bhownaggree, writing from 177. Cromwell-road, London, S. W., sends the following circular which he has issued in obedience to a land & Wolff's yard, and the first of these widesproad request to The Times :- "You are to boys under 10 years of age. Post entries. probably aware that in Bombay and Hongkong there have been raised funds to perpetuate the memory of the late Dr. Cawas Lalcaca. who met with his death in his attempt to interpose Vulcan Company. Strictly speaking, therefore, in the fatal attack on the late lamented Sir Curzon Wyllie. There is a very general feeling here in England that some memorial should also be raised in London to Dr. Lalcaca, so as to preserve the memory of his brave deed in the country where he fell, and to enable those who have not had an opportunity of subscribing in India or Hongkong to join in doing honour to his memory. A certain number of friends have already hiven or promised me subscriptions for that purpose, amounting to about £50, and by their desire I am now sending round this appeal so as to make the project more widely known. The Hongkong and Shanghai Banking Corporation, 3', Lombard-street, E.C., has kindly consented to open an account under the designation of 'Dr. Cawas Lalcaca Meniorial Fund, London, and if you feel disposed to subscribe to it I shall thank you to fill up the enclosed form with your name and the amount of your subscription, and send it direct to the bank with a remittance. which the bank will duly acknowledge. After the subscriptions are received, a meeting of the subscribers will be called to decide the form which the memorial should take."

SCARCITY OF TRAMP STEAMERS.

An unusual feature in the freight market situation, says the Shipping World, at the moment is the scarcity of large carriers ranging from 5,000 to 7,000 tons. As a rule this class of steamer has been all too plentiful in recent years, and has not infrequently overgrowded the arket to the detriment of rates of frais But in the last few months there has been a notable diversion of such steamers into long- mented by the Members of the Sociedade 2, Kwok Shiu Yan; 3, Geo. Holt. distance trades, and in the fulfilment of their charters they are kept out of the market. The Australian miners' strike, for instance. has been responsible for absorbing a vast quantity of tonnage to carry coal to the Commonwealth from this country, from America, from India. and from Natal: while incidentally the same strike has created a demand from the West Coast of South America for British coal. employing a good deal of tonnage on a long Atlantic and Pacific voyage.

Then the remarkable development of the soyn bean trade between Manchuria and Europe has similarly drawn a large amount of tonnage into another long-distance trade; and the activity of the Eastern markets during the last three or four months has been notorious, giving ship. 30 years of age. Post Entries. First prize owners the first chance they have had for some years of securing really profitable business. Add to this the effect of the River Plate "slump." which has been followed by a wholesale despatch of steamers in ballast from that centre to the East, and it will be perceived that a combination of circumstances has arisen to

make large tramp steamers scarce. The result is now felt in the coal trade, which has to be content with smaller carriers-vessels of 2,500 to 3,500 tons withdrawn from the Bay and Baltic trades. These vessels are not capable of handling the quantity of coal which merchants find it necessary to ship from the Welsh, North-East Coast, Yorkshire, and Scotch ports; and practically spenking, nearly twice the number of boats is being employed to do the customary work of the coal trade. In the circumstances, it is not surprising, says the Shipping World, that rates of freight are firm and rising in the coal trade, and that an men in groups. Such seamen would, however, advance on the 7s. Genoa basis now obtainable is regarded as highly probable. Not often of late has the shipowner found himself with the ball at his feet, but certainly it is there just now, and he will do well to make the most of it,

and the control of th

LOCAL SPORT.

LUSITANO RECREATION CLUB.

The fourth athletic meeting of the Lusitano Recreation Club was held at the Bacecourse at Happy Valley yesterday afternoon. weather was delightful, the attendance was exceptionally large, and the conduct of the officials left nothing to be desired. Throughout, the sports went with that pleasing swing which indicated the close attention of the promoters, and the pleasures of the afternoon were enhanced by the pleasing music contributed by the Band of the 15th Rajputs under Bandmaster Coke. The officials were: President, Commendador J. J. Leiria; Vice,

President, Mr. A. G. da Bocha; Hon. Secretary, Mr. C. M. C. V. Ribeiro'; Hon. Treasurer, Mr. C. M. S. Alves ; Hon. Assistant Secretary, Mr. A. J. C. V. Ribeiro ; Judges : Messrs. Leo d'Almada e Castro, J. C. Barretto, Roza, M. E. da Silva; Referee: Mr. M. C. V. Ribeiro, Handicappers: Messrs, C. M. S. Alves, A. J. C. V. Ribeiro, J. M. Britto and E. M. O. Remedios.

Committee: Messrs, J. A. S. Alves, J. M. Alves, F. J. Barretto, F. X. Britto, H. J. M Carvalho, C. M. Castro, A. A. Cordeiro, B. M. Cunha, E. J. Figueiredo, F. A. Hyndman, E. J. Noronha, A. F. Osmund, F. M. Roza Pereira, S. Pinns, I. Rochs, J. T. Silvs, R. C. Silva,

A. M. L. Soares. Results of the various events were 120 YARDS FLAT RACE. (Handicap). First prize presented by the Members of the Cathol-

ic Union. Second prize presented by Mesers.

J. F. Castro F. H. Hyndman

Time-11 4/5 secs. HURDLE RACE.-120 YARDS (Handicap). First prize presented by the Victoria Recreation Club. Second prize presented by Mr. J M. E. Machado.

R. C. Silva R. A. Carvalho

Jorge & Co.

Bots' RACE-220 YARDS. (Handicap). Beys from 10 to 15 years of age. First prize presented by Mr. G. J. Sequeirs. Second prize presented by Mr. O. F. Ribeiro. E. M. Castro 1

J. Gomes ... 2 prize presented by Sir Hormusjee Mody. Second prize presented by Messrs. J. C. dos Remedios

F. J. Brown, 50 yards ... 1 C. Sequeira, scratch ... Time - 3 min. 20 secs.

BOYS' RACE-120 YARDS, (Handicap). Open First prize presented by Mr. A. G. da Rocha. Second prize presented by Lusitano Recreation

GIELS' RACE, 100 YARDS. (Handicap).

Open to Girls under 10 years of age. Post Entries. First and second prizes presented by Hongkong Co-operative Society. L. Gomes L

THREE-LEGGED RACE, 100 YARDS. First prize presented by Mr. A. A. Cordeiro. Second prize presented by the Lusitano Recreation Club. A. J. C. V. Ribeiro and F. A. Barradas I P. A. Yvanovvich and E. A. Silva. 2

BICYCLE RACE, 2 miles, (Handicap). First prize presented by Mr. A. M. L. Soares. Becond prize presented by The Eastern Print-

F. M. G. Ozorio 1 F. J. Brown Time-7 min. 7 secs.

HALF-A-MILE FLAT RACE. (Open to Eur, ropean Sailors, Soldiers and Police.) Three

Presented by the Members of Club Lusitano. To be won three years in succession before becoming | 1/5 sec. the property of a competitor. First prize pre-

Philarmonica. Second prize presented by The Members of Boys' Own Club.

F. H. Hyndman Time-10 2/5 secs.

J. F. Castro

400 YARDS FLAT RACE .- Confined to Sailors of Portuguese Men-of-War "Yasco de Gams." Rainha D. Amelia" and "Patris." 3 prizes. J. Setubal ...

J. Ferreira ... A. Livan Time-53 5668.

120 YARDS FLAT RACE. (Handicap). Over presented by Commendador J. J. Leiria Second prize presented by Messrs. Graca & Co. J. Alves

A A Alves ... 2 Time-14 secs. 440 YARDS FLAT RACE. (Handicap). First prize presented by the Members of the Club-de Recreic. Second prize presented by Mr. J. C. 999.

F. J. Brown ... 1 J. F. Castro 2 Time 53 secs.

LADIES' NOMINATION - First prize presented by Mr. F. B. da Silva. Second prize presented y Messrs. Noronha & Co. Mr. C. H. Lopes, nominated by Mrs.

Remedies
Mr. J. A. P. Rocha, nominated by Mra. Rochs 2

120 YARDS FLAT RACE-Heavy-weight over 170 lbs. (Handicap.) Post entries. First prize presented by Messrs. Barretto & Co. Becond prize presented by Mr. F. A. Gomes. J. D. Osmund A. Rochs

BACK RACE, 50 YARDS.—First prize presented by Mr. J. M. Alves. Becoud prise presented. J. M. Britto

A. J. C. V. Ribeiro 22 YARDS FLAT RACE- (Championship) Open to all bond fide Amateurs in the Colony, under Rules of the A. A. A. Post Entries. First prize presented by the Lusitano Recrestion Club. Becoul prize presented by Mesers. Visira & Co.

Lance-Corporal Andrews, Buffs, ... I F. H. Hyndman Time-22 2/5 sees., one second under previous

HALF-A-MILD FLAT RACE (Handicap).—First prize presented by Messrs. Cruz, Basto & Co. Second prize presented by the Members of the Club Venstorio.

J. A. Yvanovich P. A. Yvanovich Time--2 min. 01 sec. Tug-or-War for Portuguese Sailors .-- Out of three pulls the Vasco de Gama easily beat the

prizes presented by the Lusitano Recreation C. H. Lopes (capt.), P. A. Yvanovich,

J. A. Yvanovich and J. Fonseca... 1 J. M. Roza Pereira (capt.), J. Corveth, F. J. Baretto and A. C. Rozario ... 2 all competitors who have not won a prize. (Open Elyents barred.) First prize presented prize presented by Messrs. Grace & Co.

J. M. Roza Pereira On the conclusion of the sports Mrs. A. da Rocha presented the prizes, and was accorded three hearty cheers and a "tiger" for fulfilling

CHINESE Y.M.C.A. SPORTS.

Though the weather was warm on Saturday iast a most successful and enjoyable afternoon was spent by those participating in the Chinese Y.M.C.A. sports at Causeway Bay. There were the construction of the Shanghai-Hangchowthirty-six entries in all and some very close and interesting races. While no records were broken good time was made in some events. The hundred yards was done in twelve

seconds and the 440 in 59 1/2. The Band of the Mahrattas added much the enjoyment of the proceedings.

The following is a list of winners and events Long Jump-1, J. M. Dyer, 15 feet 4 inches (penalised 6 inches); 2, H. Mahomed; 3, C.

100 YABDS HANDICAP :- 1, N. Mahomed (receiving three yards); 2, Kwok Shiu Yan (scratch); 3, C. H. Lyson, Time-12 secs. VETERANS' RACE; 1, M. Fernandez, 2, E

PUTTINGTHE SHOT: -1, J. N. Dyer (penalized BICYCLE RACE, 1 mile. (Handicap). First 6 inches), 24 ft. 5 in.; Geo. Lee, 24 ft.; J. Wong

Chuk Kwong, 23ft. 4in. 4 min. 9 sec., 2, A. E. Moy Hing.

GIRLS' (under 10) HANDIGAP:-1, Alice Danenberg; 2, Daisy Gittins; 3, Ella Rogers. THREE-LEGGED RACE -1. Mehomed and Dyer; 2, Tsang Sam Ho and Kwok Shiu Tan

3. Geo. Holt and Wong Po Koung. Boys' (under 12) HANDICAP .-- 1, Ho Chi Wing; 2, St Leung; 3, Kwong Hing Sang. LADIES' NOMINATION.—In this race the

ladies were given a cardboard and the gentlemen ran a hundred yards with a pencil with which the lady drew the likeness of a pig. count was made allowing 80 per cent. for the drawing and 20 per cent, for speed.—1, C. H. Lyson, nominated by Miss Gittins; 2, Wong Chuk Kong, nominated by Miss Ho Sin Ting 3. Chu Pak Yuen, nominated by Miss Violet | been greatly improved.

TEAM RACE.-Won by the Yellow Team composed of Mesars. Wong Lyson, Wong Shiu Ki, Wm. Wong, Wong Po Kie.

OBSTACLE RACE Distance 220 yds, yards to tables under which the runner was obliged to scramble, 170 yds. to water jars, which were carried to the finish after having been passed under four coils of the tug of war rope.—1, J. M. Dyer; 2, N. Mahomed; 3, Chu

Pak Yuen. CONSOLATION BACE, 100 yds .-- 1, Wong Sau Nin; 2, Wong Po Kie.

Tue of WAR.—Dr. Ho Nai Hop's Team heat J. M. Wong's Team.

440 YDS, HANDICAP-1, Mahomed (receiving 100 YARDS FLAT RACE (Challenge Cup) 20 yards); 2, Chin Ching Po (receiving 40 yds.) Wong Sau Nin (receiving 16 yards). Time 59 | work connected with it is the Yellow River

EGG AND SPOON RACE-I, C. H. Lyson; engineer Jean Jadot

INTERPORT GOLF.

On Friday and Saturday last a Hougkoug team was to have competed with a Shanghai quintette for the Shanghai Challenge Cup News was received from Tientsin, Kobe and Yokohama that these clubs would not be abl to compete for the Challenge Cup.

BRITISH AMATEUR BILLIARD CHAMPIONSHIP.

The competition for the Billiard Association Amateur Championship was continued at Glasgow on March 2nd, when Mr. R. Blair (Scottish champion) and Mr. Edgar Thomas (Welsh champion) played their heat of 1,000 up in the semi-final round. The principal breaks during la recent accident, involving the death of the afternoon were 34, 71, 24 (twice), 50, 44, 21 | European, which was due to the weakening

ONE-WHEELED RICKSHAS.

Chinese merchants, is in course of formation in Penang for the furtherance of trade with China, raising the banks above the level

ACROSS CHINA AND TURKESTAN

I.—PEKING TO HONAN.

The appended article is the first of a series by Dr. Morrison. The Times Peking correspondent, who is travelling across China and Turkestan towards the railway at Taskkent, The letter is dated Sianfu. January 31st.

On January 15 I left Peking on the first

stage of a journey slong the great highway. of Central and Western China. As far na Changehow I travelled by the Peking-Hankow trunk line, and there changed on to the transverse line which joins the city of Khaifengthe capital of the prevince with Honanfu, one of the historic capital cities of China. At Honanfu, known for centuries as Loyang, I left the railway and followed the course of its projected extension to Bianfu, the capital city of Shensi Province. Greatly is this extension to be desired. From Chengchow to Honanfu TEAM BACE, 220 yards.—First and Second in a distance of 72 miles; from Honanfu to Sianfu the projected extension would be 260 miles. Its route has already been surveyed and an estimate made of its cost by Mr. D. P. Ricketts, the newly-appointed engineer-inchief of the Northern Railways. A patriotic movement was started to provide local funds COMBOLATION RACE, 120 NARDS. - Open to for its construction, so that it might be independent of foreign capital, but the effort has been a failure. Up to the present only a the Hongkong Printing Press. Second paltry £50,000 has been premised. Chinese capitalists who can, by fairly sale investment, obtain from 12 to 24 per cent. per annum ere reluctant to provide capital vielding under Chinese management a doubtful 5 per cent. Other sources are, however, available. Trea-

sure to the value of millions sterling is hearded in the Palace at Peking, and the time may come when some of this abundance may be put to a profitable use. The Bailway Administration may yet have power to devote the surplus earnings of the productive railways of China-and those that are productive pay very handsomely indeed—to the building of new railways. Further, there is the unexpended balance of the £1,500,000 subscribed by British investors for Ningpo Railway. Up to the present the provinces have used on this railway only a comparatively small proportion of this loan, and have built the section of the railway from Shanghai to Hangchow mainly with their own money. The main portion of the whole loan has been transferred to China, but the amount actually used for the purpose for which it was subscribed is so small that the provinces have expressed their ability and their desire to refund to the British the whole amount so expended. Whether the struggle to induce the provinces to employ this money for the purpose for which it was subscribed will continue, or whether a compromise will be agreed upon and the money be employed for the building of some other railway, remains to be seen. Should the latter alternative be adopted there is no line for which it could be more profitably employed than for the extension of the Honan Railway westward to Sianfu.

THE EFFECTS OF RAILWAY CONSTRUCTION. In no other land has railway construction so BICYCLE RACE. One Mile:-1. Geo. Lee, I great a future as in China. Improved means of communication is the crying need of the country. In the loese country of Central China the roads are exceptionally bad, and as the bridges are never repaired there is steady deterioration in road communication, and a consequent steady increase in the cost of living. In normal times, when the road is at its best and prices are at their lowest, freight from Honanfu to Sianfu by heavy cart is equivalent to a fraction less than 5d, per ton per mile; during the rains traffic is occasionally suspended for eight weeks at a time, and even the slightest fall of rain causes delay owing to the tenacions character of the mud which forms the roadway. What rai ways can do for China is evident from the Peking-Hankow trunk line. The growth of prosperity along its route is quite extraordinary. Round every station the aettlements have extended, the houses are of a better type, and the inns, godowns, warehouses, and coal yards have

> Coal is abundant. In the province of Shansi. which lies parallel to the course of the railway as far as the Yellow River, is the greatest undeveloped coalfield in the world. In several places branch lines run from the main line to the coalfields, and their construction has been immediately followed by an improvement in the general conditions. Farmers within reach of the railway in country that formerly grow enough only for its own needs can now sell their produce in the great markets of Peking, in the north, and at Hankow, on the Yangtsze. No one who has seen the change which is taking place in the country served by this railway can long remain pessimistic as to the future of

> The Peking-Hankow Railway is for its length one of the most productive trunk lines in the world. Even under inefficient control, and with a wastage and leakage that would be the dismay of European railway authorities, it pays handsomely. The most important engineering Bridge, a fine structure 10,000ft, in length, a elef d'ouvre of the distinguished Belgian

The greatest difficulty the management has to contend with is petty pilfering and the nightly thefts of ring-belts and plates : no less than 60,000 bolts per month and 10,000 plates per annum are stolen from the railway. There is no adequate means of dealing with the offence: no law was provided by the ancients, to meet the theft of screw-bolts. Malefactors escane unscathed, though the police know where the plunder is stored. The steel, being much superior to the native product, is turned into razors and seissors, hoes and ploughshares, and other articles. The receiver of stolen goods, profected by the police, can find a ready market for his industry.

THE DANGER FROM FLOODS.

Similar losses occur nightly on the Belgian. built railway from Khaifeng to Honanfu, and (three times), and 22 by Mr. Thomas, while Mr. | the line in consequence of such thefts, has Blair made 20, 55, 23, 27, 33, 41, 36, 25, and 30. compelled the foreign engineers in charge to The scores at the interval were :- Mr. Edgar | close the line to traffic except during the hours (in play), 500; Mr. R. Blair, 496. The final of daylight. This line runs near the Yellow scores were: -- Mr. Thomas, 1,000; Mr. Blair, River, and consequently its existence is precarious. China is confronted with no greater danger than the failure to keep this river within its present bed; sediment is brought down in vast quantities, so that its water is constantly It is rumoured that a syndicate, composed of rising, and the Chinese know no other means to keep the water within its banks than by One of the principal items of import is to be the water. The great river flows for many rickshas in the manufacture of which a new miles through country which is on a lower departure has recently been made. The new level than its own bed. No planting is being invention has one wheel only, the vehicle being done along the banks; on the country, all timber, much on the principle of the mono-cycle and it is shrubs, and grass are ruthlessly stripped from said to be found perfectly safe and to have many | the soft soil, and every day the great catasadvantages over the old fashioned article, in that trophe is drawing nearer when the river will no jarring drag is experienced by the occupant brook from its present channel and its when negotiating corners, besides accomplishing waters will pour across the thickly populated a considerable reduction in wear and tear of the country to the sec, causing death and destruction a considerable reduction in wear and tear of the country to the sea, country occurs and giving the land a dignified standing among pullers.

| pullers | red during a cloud-burst in June, 1906, near the land a dignified standing among the nations of the world.

And Neck by Chronic Running Eczema Arms Strapped to Sides Because of Itching-No Help at Hospital-Confined to House and Could Not Work for Four Months -Feared There was No Cure.

PERFECT RECOVERY IS DUE TO CUTICURA

"I was seized with obronic sexema. The disease broke out on my face and spread to my body, arms and scalp. After attending a hospital it gradually got worse and on my face it turned to running eczema. After a fortnight of hospital treatment, I had hardly any skin left on my face and neck and it was so itchy that I had to be strapped with my arms to my side at night. It was a rough rash and itchy and sore on my body and arms, but it was running all day long on my face, neck and scalp. I began to think that I should never get well again, but I am now well again and have all my hair on my head. thanks to Cutiours. After the first set. consisting of Cutioura Soap. Cutioura Ointment and Cuticura Pills, I began to find the benefit and after the second set the disease had almost disappeared. I can safely recommend the Cutiours Remedies to all who suffer from eczeme in any shape or form. .. I never had the pleasure of leaving the house for over six weeks and I had to leave my employment and was out of work for over four months. D. Hyde, 389, Stony Hanton Rd., Coventry, England, Dec. 2, 1908."



For red, rough and chapped hands, dry. fissured, itching, burning palms, with painful finger and and shapeless nails. as well as for tired, itching, sching feet, warm baths with Cutionra Scap and gentle applications of Cuticura Ointment are simply wonderful.

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city of Khaifeng, which lies 26ft, blow the level of the river that flows a few miles to the north. One difficulty of railway construction in China is the absence of trustworthy data as to rainfall and floods. Owing to the denudation of the country and the felling of all timber, rainfall is very capricious, and floods of uncontrollable violence may occur. Every railway in China has had this experience; every year there is still great damage done on the Peking-Hankow Railway from this cause; washouts may extend, not for one or two miles, but for fifty or a hundred miles. The railway from Khaifeng to the Peking-Hankow Railway had no sooner been completed than it was completely destroyed by unexpected floods and had to be relaid. On the section from the main line to Honan the most important bridge on the railway was destroyed last year. A cantilever bridge, the largest of its kind yet constructed in China, is now being erected in its place by French engineers under the supervision of the engineer-in-chief, who is also a Frenchman. There is much tunnelling on this section through the losss, the longest tunnel having a length of 500 metres. In the projected exten-

sion to Sianfu there will also be much tunelling. On the Chinese railway the traveller notes many unaccustomed things. No one is in uniform except the railway police. Stationmasters, clerks, and coolies are all mixed together in the crowd. There is an infinite multiplication of employés, each of whom distrusts the honesty of the other—a reasonable distrust, for in China public office is rarely a public trust. There is not one native conductor, but a band of three. an arrangement which would suggest to the stranger efficient protection against 'squeezing,' To the resident, however, it betokens that the illegitimate profits of the calling have to be divided among three and not pocketed by one only. Every difficulty is put in the way of the passenger lesiring to purchase a ticket. The crowd ernshing at the window at Peking clamouring pleasantly with half-a-dozon of his friend behind the closed window is a spectacle which affords constant amnsement to the Westerner. But China is only in an early stage of railway management, and allowances must be made for inexperience.

FREEMASONRY AS A WORLD POWER.

In a paper read before a gathering of Free. masons in Manila, Manuel Camus, assistant city attorney of Manila, said :- "Without protection of any kind Freemasonry has, in the course of centuries, grown from a group of faithful and determined initiates to the rank of a powerful institution, and hasspread all over the world with hundreds of thousands of members belonging to all races and creeds and speaking many different tongues. The beneficient influence of the order has made itself felt in all countries to which its precepts have been faithfully observed Masonry brought about the union of Italy. founded the Republic of Liberia, and aggrandized Mexico; to it the Argentine owes. much of its rapid advance in oulture and civilization, and the recent developments in liberal and tolerant government that have produced such great reforms in Turkey are due to the efforts of the Young Turks Party who are nearly all members of the Masonic fraternity. England and Germany are indebted to the craft for many reforms, and the United States owes much of its greatness and power to Masons; nearly all its presidents. beginning with Washington and ending with Taft, and very many of its great man being members of the fraternity. Masonry in the Philippines has a great work to perform, that of bringing together the American, European. and Filipino. and making them brothers in a common cause, establishing peace and prosperity. and giving the land a dignified standing among

until countermanded. Orders for extra copies of DAILY PEESS should be sent in before 11 a.m. on day of publication. After that hour the supply Umited. Only supplied for Cash. P.O. Box, 33. Islephone No. 12.

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Agents. Hongkong, 29th March, 1910. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

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landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 4th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th April, or they will not be recognized. All damaged packages will be examined on February, 1911, with a staff of fully qualified the 4th April, at 3 P.M. No Fire Insurance has been effected.

P. THOMAS, Agent. Hongkong, 28th March, 1910.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADEREPORT is now ready and contains:

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ADVERTISEMENT

TATHEREAS by an ORDER of the YY CHANCERY DIVISION OF THE HIGH COURT OF JUSTICE, ENGLAND, dated the 15th November, 1909, in Re the Trusts of the Will of THOMAS HARPER BENNETT deceased, BENNETT GROVES, 1909, B. 3581, it was ordered that the following enquiries be made :- Whether FREDERICK ARTHUR BENNETT, & grandson of the above-named testator, THOMAS HARPER BENNETT, is now living or dead, and if dead whether he died before (a) the 10th November, 1887; or (b) after that date and before the 50th November, 1892, DHESIVES. ENERGETIC AGENT and if he died before the 10th November, 1887, Specialities for Hand-Labelling on respective legal personal representatives. And whether he left any and what Will and it so who are now his legal personal representatives; and if he left no Will, who were the person or persons entitled by virtue of or according to the Statute of Distributions or otherwise to his Estate living at the date of his death, and whether any of them are since dead, and if se who are their respective legal personal repre-sentatives. NOTICE IS HEREBY GIVEN that the said FREDERICK ARTHUR Buildings, Hongkong, on WEDNESDAY, the Buildings, Hongkong, on WEDNESDAY, the new 5-Roomed Houses.

BENNETT, if living, or if he died prior to 13th April, 1910, at 12.30 p.m., for the purpose From 1st May, 1910. No. 4. were then living, then any such issue; or if he together with the Statements of Account to 31st STRi died subsequently to such date and left a Will, December, 1909, and of declaring dividends, &c. Club. then his legal personal representatives; or if he left no Will, then the person or persons living at the date of his death and claiming to be entitled by virtue of or according to the Statute of Distributions or otherwise to his Estate or the legal personal representatives of such of them as are now dead are either personally or by a solicitor on or before the 1st June, 1910, to come in and make his, her, or their claims at the Chambers of Mr. Justice Eve, Room 265. Boyal Courts of Justice, Strand, London, England; or in default thereof he, she, or they will be peremptorily excluded from the benefit

of the said Order. WEDNESDAY, the 8th Jule, 1910, at 12.30. o'clock in the afternoon, at Room 267 at the Hongkond Club (1896 issue, \$100.00 each) said Chambers is the time appointed for hearing was held in the Hongkong Club House, and adjudicating upon the claims. The said on FRIDAY, the 18th March, when the FREDERICK ARTHUR BENNETT left following Debentures were drawn England in September, 1883, to join his brother, EDWARD ROBERT BENNETT, at Medicine Hat, North-West Territory, Canada. On 26th May, 1887, he sulisted on board the United States Man-of-War" Brooklyn," and was discharged from that vessel at Yokohama on 14th July, 1887. Shortly afterwards he went from Yokohama sa seaman to Hongkong, and has never since been heard of.

Dated this 1st day of March, 1910. H. TEMPLER PRIOR, Master of the Supreme Court. BLANCO WHITE, 10, Bedford Row, London, England, Solicitor. 461

INTIMATIONS

NOTICE OF REMOVAL.

TOTICE is hereby given that from and after TUESDAY, the 29th March, 1910, the Optional Cargo will be forwarded on unless Offices of the undersigned Solicitors and Notaries, intimation is received from the Consignees will be Removed to the First Floor of PRINCE'S before Noon To-DAY, requesting it to be BUILDINGS, Ice House Street (Opposite the King Edward Hotel). JOHNSON, STOKES & MASTER,

Hongkong, 22nd March, 1910. MRS. O. D. THOMSON proposes to Open a HIGH-CLASS SCHOOL for GIRLS of European Parentage, at Weihaiwei, in

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perfect preservative stain for Wood, A Stone and Brickwork. It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India. the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from SIEMSSEN & Co. (Machinery Dept.), Hongkong,

Sole Agents Hongkong, 8th December, 1909. [1494

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NOTICE TO SHAREHOLDERS.

TOTICE IS HEREBY GIVEN that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &co. The TRANSFER BOOKS of the Society will be CLOSED from the 3rd April to the 13th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary. Hongkong, 23rd March, 1910. CHINA TRADERS' INSURANCE, CO.,

LIMITED. NOTICE TO SHAREHOLDERS.

TOTICE IS HEREBY GIVEN that the FORTY-FOURTH YEARLY ORDINARY MEETING of the Company The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to 13th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE. Secretary. Hongkong, 23rd March, 1910.

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Redemption: 1681 1359 570 1372 1825 1391 1843 1855 1453 1961 771 1150 1166 will be Payable at the Hongkong AND SHANGHAY BANKING CORPORATION, OR

THURSDAY, the 31st March, 1910, in Exchange for surrender of same. By Order, JAMES CRAIK, Secretary. Hongkong, 18th March, 1910.

DEVONIAN SOCIETY. THE ANNUAL DEVONIAN DINNER SATURDAY, 2nd April, 1910, at 8 o'clock P.M. Frontage. Especially suited for Storage of

Devouians wishing to attend are requested to | Coal, Timber, &c. send their Names to-M. S. NORTHCOTE, Hon. Becretary.

Hongkong, 19th March, 1910.

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ARRATOON V. APCAR & Co., 14. Des Vœux Road, Central. Hongkong, 3rd March, 1910. TO LET OR FOR SALE

DEBRINGTON, PEAR BOAD, No. 8. SHORNCLIFFE, Garden Road, 7.

For Particulars apply to-C. SCHRÖTER. King's Buildings, IIIRD., Care of Garrels, Birner & Co. Hongkong, 1st December, 1909. TO LET.

OFFICES in Des Voeux Road, Central MESSES. PERCY SMITH & SETH,

Queen's Road. Hongkong, 22nd March, 1910.

TO LET.-MODERATE BENTS. CIEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams

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CTRATHALLAN, 31, ROBINSON ROAD. 6-ROOMED HOUSE: Furnished, Electric Light, Tennis Court.

Apply to-REUTER, BRÖCKELMANN & Co. Bongkoug, 3rd March, 1910.

TO LET-FURNISHED. FROM 27TH APRIL FOR 10 MONTHS. TO. 1, DES VŒUX VILLAS, The PRAK. GODOWN, No. 4, Praya, Kennedy Town.
6 BOOMS and use of Tennis Court. Apply C. H. GALE, P. W. Dont.

Hongkong, 24th March, 1910.

TO LET

TO LET.

NOS. 52 and 69, CAINE ROAD. Apply to-

HO U MING. 81. Queen's Road Central. Hongkong, 8th December, 1909. TO LET.

FEICES facing the Harbour from about October at present in occupation of Mossie. Jardine, Matheson & Co., Ltd. THE HONGKONG LAND INVEST MENT & AGENY CO., LD. Hongkong, 1st March, 1910.

TO LET. TO. 4, BARROW TERRACE, Kowloon.

SPANISH DOMINICAN PROCURATION. Hongkong, 10th March, 1910.

From 1st May, 1910, No. 4, ICE HOUSE STREET, now in occupation of the Nippon DES VŒUX VILLAS, PEAR. Newly done up. Nos. 5, 19 and 23, BELILIOS TERRACE, newly painted and colourwashed, cheep rental. No. 15. QUEEN'S ROAD CENTRAL, Top Floor, 5 BOOMS. BISHOP'S LODGE SOUTH (unformished), from 15th April for 1 or 2 years. Furnished for 9 Months from 1st April, 3 Century Crescent, Kennedy Road, 5 ROOMS, well furnished, including Piano.

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TO LET.

Hongkong, 1st March, 1910. TO LET.

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Apply to-HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 2nd February, 1910. TO LET.

TO. 3, CANTON VILLAS, Kowloon. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st March, 1910.

TO LET-FURNISHED. Quarters and Tennis Court, from 1st May, 1910 PERCY SMITH & SETH Hongkong, 11th January, 1910. [159

PIRST FLOOR of No. 4, Des Voux Road, recently vacated by Institution of Engineers and Shipbuilders. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. No. 9. PEAR ROAD, "DEVONIA," containing 6 BOOMS, Gardens, Tennis Court, Servants' Quarters.

One GODOWN in MASON'S LAND. Apply to-DAVID SASSOON & Co., L. D. Hongkong, 8th March, 1910. TO LET.

Apply— HONGKONG LAND INVEST-MENT & AGENCY CO. LD. Hongkong, 1st March, 1910.

AUCTION

PUBLIC AUCTION.

TR. GEO. P. LAMMERT will, by Order mentioned Property by Public Auction, at his SALES ROOMS, Duddell Street, Hongkong, TO-DAY (TUESDAY), 29th MARCH, 1910, at 3 P.M. HOK UN LOTS Nos. 41, 42, 55, 57, 93 and 94,

HUNG HOM INLAND LOTS Nos. 81 and 86 (Nos. 109 and 119, Wuhn Street). Each Lot subject to a Reserved Price. For further particulars apply to the Auctioneer, or to ME. H. K. HOLMES,

Bolicitor, 54, Queen's Road Central

Hongkong, 19th March, 1910.

27. DES VŒUX BOAD. Dealers in ASIATIC POSTAGE STAMPS PICTORIAL POST CARDS. TUST Received a Selection of POSTAGE STAMP CATALOGUE FOR Picture and Painting Books, Novels, Postage Stamp Albums with Moveable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

& 19. QUEEN'S BOAD CENTRAL.

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For the Hongkong and Shanghal BANKING CORPORATION. J. R. M. SMITH, Chief Manager. Hongkong, 12th January, 1907.

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Deposits at the following rates:-12 months 4% per annum. 6 do. 31% C. WOLDRINGH, Manager, No. 16. Des Voux Road Central.

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Capital Subscribed (paid up) Yen 5,000,000 HEAD OFFICE: TAIPEH, FORMORA

BRANCHES AND AGENCIES: Tainan Swetow Tament Anping Kobe Tokyo Nagasaki Yokohama Osaka Foochow Shanghai Keelung

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D. TOHDOW, Manager. Hongkong, 9th March, 1910.

THERNATIONAL PANKING

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W. M. ANDERSON,

Manager.

1204 Hongkong, 6th April, 1909. [101]

BANKS

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BAYERISCHE HYPOTHEKEN UND WEGHEEL

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Manager. Hongkoug, 4th December, 1907.

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EVAN ORMISTON. Manager. Hongkong, 27th April, 1909,

THE

TOKOHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP Yen 24,000,000

HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES. Osaka London Tokyo San Francisco Lyons Nagasaki Honolulu New York Shanghai Hankow Peking Newchwang Dalny . Port Aitlur Antung

Tieling Kobe HONGKOND-INTEREST ALLOWED On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 % per annum

Chiana Chan

Mukder

TAKEO TAKAMICHL Hongkong, 14th March, 1901. LEONGKONG AND SHANGHAI

BANKING CORPORATION. PAID-UP CAPITAL ... \$15,000,000 REGERVE FUNDS:-STEELING £1,500,000 at 2/=\$15,000,000

SILVER ... 315,500,000 RESERVE LIABILITY OF PROP'TORS \$15,000,000 COURT OF DIRECTORS. H. E. Tomkins, Esq.—Chairman.

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Hongkong, 3rd March, 1910. [18 THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LONDON.

RESERVE LIABILITIES OF PROPRIE TOR8.....£1,200,000 INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily On Fixed Deposits for 12 months 4 per cent.

for 6 ... 31 ... for 3 ... 21 ...

Chief Manager.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium. Treasure and Valuables, are being

Obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining been entirely swept away. This wonderful mental change in our Constitution or in our undelivered after the 30th inst. will be subject | discovery enables the patients to cure themselves | practice should be submitted to the considered to rent.

to be left in the Godowns, where they will be appliance, examined on the 30th inst., at 9.30 A.M. All Claims must reach us before the 4th April, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo Ele S.S. "CREPELD" from Rio de Janeiro. Ex S.S. "THERAPIA" from Smyrns. EL S.S. " FELDMASHAL" from Zanzibar. NORDDEUTSCHER LLOYD, MELCHERS & Co. General Agents.

Hongkong, 23rd March, 1910. NOTICE TO CONSIGNEES.

TROM ANTWERP, LONDON, MALTA. PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

" SARDINIA." Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th inst., at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me

in may ouse whatever. Damaged packages must be left in the Godowns for examination by the Consigner's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 24th March; 1910. FROM EUROPE.

THE H.A.L. Steamship Captain Knaisel, having arrived. Consigness of Cargo are hereby informed that their

goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given before To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date

they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever.

HAMBURG AMERIKA LINIE, Hongkong Office. Hongkong, 25th March, 1910. "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

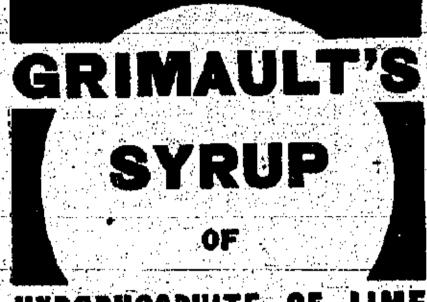
B.S. "ERROLL," FROM GLASGOW, LIVERPOOL AND STRAITS.

MONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 25th prox., or they will not be recognized. All broken, chaied, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., LTD., Hongkong, 26th March, 1910.



HYPOPHOSPHITE OF

STUBBORN COUGHS

BRONCHITIS WEAK LUNGS CATARRH

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TO THE DEAF.

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TULL DESCRIPTION SENT FREE.

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speedily and surely in their own homes, without judgment of the country. It is not that All broken, chafed, and damaged Goods are a visit to the doctor or even the aid of an

Gazette" contains a full description of this new which would enable it to defy the sort of attack suffering from Loss of Hearing or Ear Trouble | better second Chamber; I want a stronger se- | Preference is forcing Canada to make comin any form.

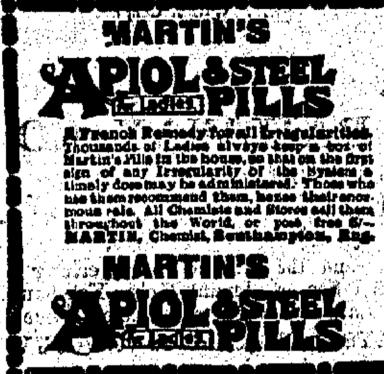
a free copy before the edition is exhausted, the House of Commons derives all its power- ignorance whether this country is going to addressing THE AURAL REMEDIES, Co., namely, the feeling that there is some direct adopt a system which will make full preference Dept. 133, Craven House, Kingsway, London, and formal connection between public opinion possible between Canada and this country? It England.

JOHNSTONES' 'SQUAREBOT'LE"



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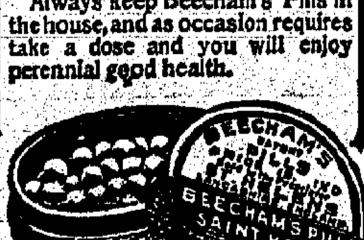


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Adose taken when ailments arise will quickly remove the cause of the trouble, and good health will

speedily be restored. They cleanse the system, tone up and regulate the digestive organs, and stimulate the Liver and Kidneys to healthy action. Always keep Beecham's Pills in



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REFORM OF THE LORDS.

Mr. Balfour made a speech of great significmuce on the subject of the reform of the House of Lords when he was the guest on March 4th at a banquet at Merchant Taylors Hall. following are the main points of his speech :-What justification can there be for those who, like myself, think there ought to be some change will tell you what are my views on that point. It is not that the House of Lords as at present constituted is not efficient. Never have its debates been on a higher level. Never has it held more men of great perience, great knowledge of affairs, great public Old prejudices and time-worn fallacies have -namely, to see that any great and fundathe House of Lords lacks officiency. It is that in the present condition of public opinion The purrent number of the "Otological it lacks strongth. It lacks that kind of strongth method of treatment. A copy of this issue will which his been most absurdly and, as I think, be sent free of all charge to every reader who is scandalously made upon it. I do not want a country realised, that our delay in adopting cond Chamber, and I know no better source | mercial treaties, first with this country, then Write to day (a postcard will do) and secure from which that source of strength from which with that country, soon all over the world, in

and the second Chamber. BROAD PRINCIPLES. But I do hope-I say this with great deference, because there are high authorities upon this difficult constitutional problem at present in the room—I hope that we shall all remember certain broad principles which ought to govern, as I think, every man who attempts to touch the immemorial Constitution of this country. In the first place, do let us remember that in a second Chamber we do not want a copy of the first Chamber. We do not want the second Chamber to be another House Commons. That would be to deprive the second Chamber of all its value as an appeal in the constitutional machine, as a part of the system by which progress is made steady, is made cautions, is made manently effective. What you want in the second Chamber is not a repetition or rival of the first Chamber. What you want is a Chamber which shall not arrogate to itself, as foreign second Chambers have too often done, the powers of the immediately representative Chamber, which gradually suck from that Chamber all its authority and all its power I have been a member of the House of Commons, and should look with great dismay upon a change in the House of Commons similar to that which has befallen either the representative Chamber in France or the representative Chamber in the United States of America. That leaves the first principle. The second principle is that if you are to carry that out you must have men who are not immediately amenable, as we in the House of Commons cannot help being to two influences. One is the passing passion of the moment; the other is the electoral machine -the caucus or whatever you choose to call it In the House of Commons it is extremely difficult for the independent thinker, at all events the independent speaker, to subsist, still less to flourish, and he finds great difficulty when and from ALL WINE MERCHANTS. [46 the moment comes round for his election. I do not want in either assembly too many erotcheteers, too many doctrinaires, too many men who preach merely their own particular fancy and refuse to work with great their fellow-countrymen; it would be surely a great misfortune if it were impossible in either Chamber to find a place for those men who by temperament, by his regiment. This Indian soldier shared with

tradition, or by training cannot fit themselves into the party system, and who, because they cannot fit themselves into the party system, find it hard to obtain, or if they obtain, find it hard to retain, a place in the House of Commons They can find a place, and they do find a place in the House of Lords and when they have found it they retain it, and, above all, we want in a second Chamber, a Cham ber that though not too powerful, is power ful enough to resist temporary gusts of the moment, and it represents more accurately per the past. Whatever any second Chamber is what we are. The House of Lords has never always been a representative Chamber, and it is as a representative Chamber they are going to be found in the future. Those people who talk

haps than the House of Commons can ever represent, not the passing mood of the people, but the permanent wish of the nation. other general maxim I venture to lay down, and it is this: If there be anything, any lesson to be learned from historic tradition it is this that in England at least no revolution is permanent which does not take account of to be in the future let it be the natural development in the future of that great constitutional historic past which has made us resisted social reform. The House of Lords has about social reform—the Radical party and their backbiting Irish party—they do not want social reform they went political revolution. There is no enemy to social reform like that. What are the questions we at all events, in this room, would like to see? We should like to see Tariff Reform. (Loud cheers.) I doubt

whether there is anybody here who has any misgivings on that point.

LAND FOR THE PEOPLE. Very well. Let nobody suppose, I do not suppose anybody in this room does suppose, absorbed with social reform.

POOR LAW BEFORM. I do not wish to go on enumerating these questions, but there is really one other which presses for the most exmest attention of public. men, and that is the question of the Poor Law. There is not a more complicated or a more important problem, not merely the present, but for the future of our race. Shows the dates of departure of the Mails you mean to say that, in the interstices of quarrel between the House of Commons and the House of Lords, you are going to leave the question of Poor Law reform. The thing is abourd. The Government are going to abolish the veto of the House of Lords. In doing so On Sale at the Hongkong Daily Press it is going practically to abolish a second Chamber. Supposing that succeeds, do you this place I had to make my way through 750

imagine that the country is going to sit down under the single-Chamber system? That revolution must bring a counter-revolution, absolutely and inevitably. We are not going to have Socialists, Radicals, and National of the City of London Conservative Association ists in power for ever, and when the The cober element of the community come to their own, do you suppose they are going to telerate a Constitution under which the second Chamber is deprived of every effective power which the statesmen of all other civilised nations have endeavoured to clothe their second Chambers with P. Revolution which is successful breeds counter-revolution and opens up a vista of political struggles which must thrust to the wall anything in the nature of sound sober, social reform. Remember, the political revolution which the Government are conversant with the main businesses of a second Chamber to do | munity. It carries with it, as Mr. Redmond said, inevitably the abolition of the union between Great Britain and Ireland. Mr. Redmond said openly in the face of the House of Commons, possibly to the satisfaction of his followers, but greatly to the disgust of some Radicals, that the abolition of the veto of the House of Lords meant Home Rule. IMPERIAL ISOLATION.

> Has the City of London realised, las the is a grave misfortune for the Empire, it is a grave misfortune for Canada, it is a grave misfortune for this country, that we should stand here in our fiscal isolation, leaving our own kith and kin in ignorance to carry on their ewa policy (which they would love to medify in an imperial direction), without knowing whether the Mother-country is prepared to second their efforts or whether it is not. Every interest of every class is bound up together in a policy which has been frankly abandoned by our political opponents, of which we remain the sole trustees, a policy, namely, of cautious, steady, onlightened political progress, a policy of social reform and imperial reform-social reform in its fiscal aspect and all the other aspects to which have referred; imperial reform in that great scheme for binding closer the different parts of the Empire, which to me, at all events, is the greatest ideal which British statemanship could entertain, and which any man might feel he had not lived in vain if he had made towards if the smallest contribution.

REMARKABLE OVERLAND JOURNEY.

INDIAN ARMY OFFICER'S LONG

TRAVELS. A remarkable overland journey of some three thousand miles has, says the Morning Post (London; just been accomplished by Lieutenant P. T. Etherton, of the 1st Battalion of the 93th Garhwal Rifles. The officer travelled north from India to the Trans-Siberian Railway, and was occupied for eleven and a half month. on the way. The object of the expedition was big game shooting and the study of the larger fauna of Central Asia and Mongolia. Lieutenant Etherton is only thirty years of age and has already travelled extensively in Causia, the United States, and Australia. He served in the South African War with Kitchener's Fighting Scouts, and was given the medal with several clasps. He arrived in England this week, and in the course of a conversation with a representative of the Morning Post he briefly described his wonderful tour. First of all should be stated that there accompanied Mr. Etherton his Garhwali orderly, a rifleman from his officer all the perils and discomfort of this unique journey, and is now with him in England Mr. Etherton is filled with admiration and gratitude for the splendid services rendered him by his comrade in arms, and cannot speak too

highly of him. Mr. Etherton gave the following itinerary From Lansdowne, in the Himalayas, to Rawalpindi, Kashmir, Gilgit, Honza, over the Pamirs, and by the little known Yarkend River into the Kulan Urgu Valley; thence into the Asgar Sai Valley and on to Yarkend, con tinning through Chinese Turkestan, over the Tian Shan Mountains to Mongolia, over the Altai Mountains to Siberia, and thus to the Trans-Siberian Railway; which was struck at a station called Novo Nicholsevsk; by railway to Moscow. Warsaw, and Berlin, and then through

Hanover to London. The only persons who completed the whole of the journey were Mr. Etherton and his Garhwali brderly. The expedition also consisted of a cook, another man, and the caravan men, who were changed now and again. "We were on an unbeaten track," said Mr.

Etherton. The journey from India to the Trans-Siberian Railway overland by the route I followed has never been done before. From the time we left Kashmir until we touched the Trans-Siberian Railway it was all marching or riding. That is about 2,500 miles."

Asked to describe the country he passed

through, Mr. Etherton said: "Well, the

Pamirs are very high. My shooting camp for a month was at a 14,000ft, elevation. I proceeded by the Yarkend River, and I crossed a pass that had not been crossed before. I lost one of my yaks crossing that pass. It is exceedingly difficult, and the descent is exceptionally steep. When we went down it, it was frozen as smooth that great social reform is going to be easy of as glass. The yak slipped, and fell a trifle of secomplishment, even when you get the neces- about 1,500ft. An important part of my kit sary majority in the House to deal with it. It was smashed, unfortunately. That pass I am is a most difficult question, a most complicated | telling you of is 17,400ft. high. After that question, and a question that cannot be run side | we experienced the greatest difficulty in crossby side with political revolution. I, individually ling fords in the Kulan Urgu Valley. We as any gentleman among my constituents knows arrived there in June, when the water, of who has done me the honour of reading my course, is at its highest, on account of the address, am earnestly desirous of seeing free- melting snow. To get through at all is a hold occupancy greatly increased both in town | positive work of art, yet in one day alone we and country. It cannot be supposed that that | crossed 26 fords. How we did it I do not know. is an easy problem. It is not a thing to be done We crossed over into the Asgar Sai Valley, and by a stroke of the pen or the toss of a few worked on to Yarkend after a great many instructions to a draftsman. It is a great and adventures. In Kashgar I was the guest difficult question, but it is one of the most of the able acting British Consul, Captain important questions that can occupy our atten. Shuttleworth. We went through Chinese Turtion. Do you think that can be dealt with if the kestan, and across the Tian Shan by some whole mind and attention of the country are very difficult passes to the East. I spent absorbed by this quarrel with the House of two and a half months in Tian Shan, shoot Lords and other questions? It requires the ing. Then I went on into the Ili Valley undivided attention of a House and a Parliament and so into Kulja; after that I struck north through the Sairam Nor and Ebi Nor country to Chuquchak a heart breaking journey. Our difficulties were great, for the country was difficult and some of the people lawless. We experienced a very bad time going through Mongolia. It was then December and the cold was intense. Everything seemed to be frozen as solid as a brick. When in the Altai we were caught in a blizzard, and frostbitten. My legs suffered the most, but I saved them my faithful Garhwali orderly was frostbitten on the hands. After twelve terrible days trekking, which almost make me cry when I think of them, we reached a small Russian military. post on the Russo-Chinese frontier, where we were given every possible attention until we were able to continue our journey. From

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Mr. Harrison

lies Humphreys

Kenyon .

Mr. R. F. C. Master

Capt. & Mrs. Merless

Mr. J. R. Johnson

Miss Dolly Keldie

Capt. Dixon

dr. Flock

Mr. A. Coaulton

r. C. E. V. Harron

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miles of difficult country to the railway. It was a long journey, much of it done by sleigh. A. good deal happened, but I do not think it would interest the public much just now. We were glad enough to get to Novo Nicholaevak, the little station on the Trans-Siberian Railway. Mr. P. R. Adams We had to wait 30 hours for a train, and after Mr. F. Autin that our travels were nothing out of the ordinary."

A COLUMN TO THE REAL PROPERTY.

Carried Man

PEOPLE AND GAME.

Mr. Etherton has come through with a very good opinion, speaking generally, of the people he encountered. The Chinese received him hospitably. The presents he carried with him consisted mostly of crystallised fruits and liqueurs, of both of which the natives | Mr. H. L. Condon were particularly fond. In return Mr. Etherton Vr. W. D. Conll received presents of rice, chickens, and sheep. In the Tian Chan he met Kalmuks, Kazakas, Mrs. W. G. Darby and Kirghiz. The first are like the Tibetans. and wear pigtails; they are fine fellows and excellent hunters. Of the Kazakas Mr. Etherton was not able to speak highly; they seem to spead must of their time stealing each other's cattle. The Kirghiz are a dull people and seem to take no interest in life. The Mongols he found to be thorough, willing to help, and full of good feeling. On one occasion the travellers passed wr. Getty through a country infested with raiders. They Miss Getty & maid enfered no mishap themselves, but stories of Miss E. H. Gill recent trouble were told them.

As to game, Mr. Etherton has brought home some fine trophies, including ibex and Asiatio Mr. A. Goeke wapiti. His experiences in big game shooting were unique, and he hopes to be able to relate these in another form at some future time. Summing up the general result of his tour.

Mr. Etherton said that he had been through country hitherto untraversed, that he had shot big game where it had probably nover been shot before, and that he had accomplished a journey of some geographical interest. His travels were not free from exciting incident, and it is his intention to write a book, for which purpose he has collected a large number of details and taken about two hundred and fifty photographs. Mr. Otto Horn

LATEST STEAMER MOVEMENTS.

The O.S.K. str. Chicago Maru, which left here on the 23rd ult., arrived at l'acoma on the 24th inst.

The N.Y.K. str. Sado Mara (European Line) left Singapore on the 26th inst., and is expected here on the 31st inst. The I.G.M. str. Goeben carrying the German Mails with dates from Berlin of the 9th inst.

left Colombo on the 27th inst. p.m., and may be expected here on or about the 7th prox. The N.Y.K. str. Bombay Maru (Bombay Line) left Hombay for this port direct on the 25th instant, and is expected here on the 10th

The I.G.M. str. Prinz Ludwig, which left here on the 24th instant, at 6 a.m., arrived at Shanghai on the 27th instant, at 1 a.m.

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SHIPPING.

ABRIVALS. CHENAN, British str., 1,350, Lloyd Jones, 28th March Shanghai 24th March, General Butterfield & Swire. EDGAR, British braiser Hon. A. Boyle, 28th March-Woosung FAUSANO, British str., 1,410, H. S. Malkin, 27th March-Saigon 23rd March, Rice

and General-Jardine, Matheson & Co. FOOKFANG, British str., 1,987, T. A. Mitchell, 28th March-Calcutta and Singapore 21st March, General - Jardine, Matheson & Co. HITAORI MARU, Jap. str., 4,163, N. Mathieson, 26th Mar. Shanghai 26th Mar., General-Nippon Yusen Kaisha. KUEICHOW, British str., 1,215, W. B. Brown,

28th Mar.—Tientsin 20th Mar., General-Butterfield & Swire. LOYAL, German str., 1,237, R. Wegner, 28th March-Polu Laut 18th March, Coal-

TOTAL SALE CO. Sander, William ... OCEANIEN, French str., 4,143, H. Sollier, 28th March-Marseilles 27th February, Mails mid Ceneral—Messageries Maritimes.

QUINTA, German str., 1.000, Schlesinger. 28th March-Saigon 23rd March, Rice-Siemssen & Co. Runi, British str., 1,619, A. Fraser, 28th Mar. -Manile 26th March, Homp-Shewan,

Tomes & Co. Sambia, German str., 3,011, O. Müller, 28th March-Shanghai 24th March, Horns-Hamburg-Amerika Linie.

SIKH, British str., 3,221, W. Atkinson, 27th. March-Bhanghai 24th March, General-Dodwell & Co. SINGAN, British str., 1,647, F. Jamieson, 28th March-Haiphong 22nd and Hoihow 27th March, General-Butterfield & Swire.

VORWAERTS, German str, 643, Ch. Ulderup, 28th March-Amoy 26th March. WINGRANG, British str., 1,415, Martin, 28th Murch-Shenghai 19th and Swatow 26th March, General-Jardine, Matheson & Co.

DEPARTURES. 26th March.

HONGMOH, British str., for Amoy. 27th March. Alesia, German str., for Shanghai. CHINHUA, British str., for Shanghai.

CHUNSANG, British str., for Singapore. DAIGI MARU, Japanese str., for Swatow. DERWERT, British str., for Saigon. ERROLL, British str., for Shanghai. FURUI MARU, Japanese str., for Moji. HAICHING, British str., for Swatow. HALDIS, Norwegian str., for Swatow. KIANG PING, Chinese str., for Chinkiang. MATHILDE, German str., for Haiphoug. 28th Morch.

BEDFORD, British cruiser, for Mirs Bay. OCEANIEN, French str., for Shanghai. TELEMACHUS, British str., for Saigon.

SHIPPING REPORTS.

The British str. Chenan reports: Ligh variable winds and fog. The British str. Wingsang reports : Dens for and light variable winds. The British str. Sikh reports: Light ai and calm, dense fog and smooth sea. The Gorman str. Sambia reports: Deni fog during most of the voyage.

The British str. Rubi reports: Fine clea weather, light N.E. monsoon, moderate at smooth see. The Brit. str. Fooksang reports : Experience

light Northerly, to Easterly winds with moderat N.E. swell from Singapore to 21st Parallel, BATAVIA, CHERIBON, SAMARANG, &c. thence light Easterly winds and thick fog to port, see smooth

VESSELS IN DOCK March 28th. KOWLOON DOCK .- M. Jebsen, H.M.S. Moorken, H.M.S. Handy, Sabine Rickmers.

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DAVID SASSOON & toCo., LTD., Hongkong, 28th March, 1910. 441

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"FLINTSHIRE," Capt. G. C. Cundy, will be despatched as above on or about the 6th April. For Freight, or Passage, apply to— JARDINE, MATHESON & Co., LD., Hongkong, 29th March, 1910.

AD

To according the suchurage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels suchoring nearest Kowlcon are marked "k," nearest Hongkong h," midmay between Hongkong and Kowloon "in," and those vessels berthed at the Kowloon Wharl "k.w." together with the number denoting the section. BECTIONS.

	2. From Harbour M.		BEOTIC	NS. 5. From Blaks Pier to Ne	val Yard. 4. From Naval Yard	to East Point
1. From Graen Island to the Harbour Master's.	The second se					
DESTINATION.	vessel's wames.	PLAG & RIG.	BERTH.	CAPTAIN.	FOR PREIGHT APPLY TO	TO BE DESPATCHED .
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str	Same and Carlotte		P. & O. S. N. Co	About 5th April
LONDON & ANTWERP VIA SINGAPORE, &C	MANILA FLINTSHIRE	Brit. str		G. C. Condy	Jardine, Matheson & Co., Ld	About 6th April
LONDON, ROTTERDAM & ANTWERP	GLAMORGANSHIRE C. FERD. LABISZ	Brit, etr. Ger. etr.	k. w.		Jardine, Matheson & Co., Ld Hamburg-Amerika Linik	On 15th April
HINDE L FIAMBURG VIA STBAITS, MO	LIBERIA	Ger. str Fren.str.	k.w.		Hamburg-Amerika Linie Messageries Maritimes	On 15th April. To-day, at 1 P.M.
MARSEILLES, &C., VIA PORTS OF VALUE IN AND APPORT. &C.	TELEVISION DEPOSITOR OF THE PERSON OF THE PE	Jap. str		N. Mathieson	Nippon Yusen Kaisha Hamburg-Amerika Linie	To-morrow, at Daylight On 3rd April.
MARSEILLES & HAMBURG, VIA STRAITS, &c MARSEILLES & HAMBURG, VIA SINGAPOBE,&C		Jap. str	k. w.	T. Mural	NIPPON YUSEN KAISKA	On 13th April, at D'light
MADITARLES LONDON & ANTWERP VIA DINGAPORE, CO	C. Trans. Mension	Jap. str Ger. str			MELCHEES & Co	On 27th April, at D'light On 6th April, at Noon.
NAPLES, GENOA. ALGIERS, GIBEALTAR, &C TRIESTE. &C., VIA SINGAPORE, &C	NIPPON	Aus. str		A second of the second section is a second section of	DODWELL & Co., LTD.	To-morrow, P.M. To-day.
NEW YORK	INVERIC	Am. str.		A Park Company of the	ABNHOLD, KARBERG & Co	On 26th April On 12th April
NEW YORK & BOSTON	DACRE CASTLE STRATHSPEY	Brit. str			Dodwell & Co., Ltd	About 2nd April
SAN FRANCISCU TICOMA & SEATILE VIA JAPAI	N AYMERIC	Brit. etr		J. Boyd	CANADIAN PACIFIC B. Co	On 7th April. On 23rd April, at 7 A.M.
VANCOUVER VIA SHANGHAT JAPAN, &C.	MONTEAGLE	Brit. str.	1 m.	C T-Lileann	CARLENDARY DAMPERO P. CA	On 24th May., at Noon. To-day, at Noon.
	O AWA MARU	Jap. str Jap. str		S. Ishikawa K. Kawara	NIPPON YUSEN KAISHA	On 26th April, at Noon. On 20th April, at Noon.
VICTORIA, B.C. & SEATILE, VIA DILLIA	BUYO MARU	Jap. str Jap. str		T. Saito	OSAKA SHOSEN KAISHA Toyo Kisen Kaisha	On 27th April, at Noon.
CALLAO IQUIQUE, &C., VIA MANILA	YAWATA MABU	Jap. str.		T. Sekine L. Dawson	NIPPON YUSEN KAISHA BUTTERPIELD & SWIRE	On 15th April, at Noon. On 21st April, at 4 P.M.
	NIKKO MARU	Jap. str.		M. Yagi	Nippon Yuser Kaisha Melchers & Co	On 13th May, at Noon About 2nd April.
AUSTRALIAN PORTS VIA MANILA YOLOHAMA AND KOBE	COBLENZ NIKEO MARU	Ger. str. Jap. str.		H. Raegoner M. Yagi	Nippon Yusen Kaisha	On 13th April, at Noon. On 31st inst., at Noon.
NAGASARI. KOBE & YOKOHAMA KOBE A YOKOHAMA	SADO MABU	Jap. str. Dut. str.		8. Hiortdahl P. J. van Emmerick.		Quick despatch
JAPAN	TUNGUS	Ger str. Brit, str.	k. ₩.	Halversen F. Mooney	HAMBURG AMERIKA LINIE Jandine, Matheson & Co., Li	On 5th April, at 4 P.M. To-day, at 4 P.M.
TIENTSIN VIASWATOW, WELL	CHIPSHING	Brit. str.	. 1 m	G. Hooker	이 健康 美麗 가는 중에서 하는 사람들이 불러 되었다. 이 사는 경기를 다	On 1st April, at 4 P.M. On 31st inst, at 8 A.M.
TIENTSIN SHANGEIAI VIA SWATOW, AMOY & FOOCHO	W Bujun Mabu Tambui	Jap. str. Brit. str.	· · · · · · · · · · · · · · · · · · ·	Y. Fuseno	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	WINGSANG	Brit. str.		H. G. Walker	Jaedine, Matheson & Co., Li Butteefield and Swike	On 31st inst., at 4 P.M.
SHANGHAI	ABSAYE	Brit. str.	•••	Owen Jones, R.N.B.	P. & O. S. N. Co JARDINE, MATHESON & Co., L.	About 31st inst. On 1st April at Noon.
SHANGHAI, KOBE & MOJI SHANGHAI, YOKOHAMA KOBE & NAGASAI		Brit. str.	-10		Jardine, Matheson & Co., Li Jardine, Matheson & Co., Li	On 2nd April, at 5 P.M.
SHAN HAI	HANGBANG			M. Courtney	JARDINE, MATHESON, & Co., L.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
SHANGHAI.	LINAN	17-14		C. Lindbergh B. Wilhelmi	the state of the s	About 6th April.
SHANG HAI NAGABARI, RODE	•••	Brit/str.	lm. k.w.	Block	HAMBURG-AMERIKA LINIE	On 7th April, at 4 P.M. On 8th April
SHANGHAL KOBE & YOKOHAMA	CHINHUA	Brit. str.	1 m.	Мветен	BUTTERFIELD & SWIRE MESSAGERIES MARITIMES	On 10th April, at D'ligh
SHANGHAL KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	•••	Teranaka	Nippon Yusen Katsha Hamburg-Amerika Linie	On 12th April. On 21st April.
SHANGHAL & KOBE & YOKOHAMA	SILESIA TRANQUEBAR	Ger. str. Dan. str.			MELCHEES & Co	Middle of April
SHANGHAI, YUKUHABIA & MUDI	TJILIWONG	Dut. str. Jap. str.		A. Pander K. Sugi	Java-China-Japan Lijn Osaka Shosen Kaisha	To-morrow, at 10 A.M.
ANPING VIA SWATOW & AMOY SWATOW, AMOY & FOOCHOW	HAIMUN	Brit str.	2 h.	Evans	DOUGLAS LAPBAIK & CO DOUGLAS LAPBAIK & CO	
SWATOW, AMOY & PUCCHOW	HAICHING	Brit. str. Brit. str.		A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA MANILA	LOONGBANG	Brit str. Brit str.		S. J. Payne	JARDINE, MATHESON & Co., I SHEWAN, TOMES & Co	On 2nd April, at Noon.
MANILA	TAMING	Brit str. Brit str.	1 m.	Pennon er	JARDINE, MATHESON & CO., I	On 5th April, at 3 P.M. On 8th April, at 4 P.M.
MANILA MANILA	ZAPIRO	Brit. str.		R. Rodger	Shewan, Tomes & Co	が、 150 名(1410名) 三分 - 150 - 1
MANILA KUDAT & SANDAKAN	Tosa Magu	Ger str. Jap. str		Y. Normura	NIPPON YUBEN KAISHA	On 5th April.
BOMBAY VIA SINGAPURE & CATCHITTA	KUTSANG	Brit, six	14.0 1 P	W. G. G. Leask	Jardine, Matheson & Co., I Jardine, Matheson & Co., I	The On Oth April at Noon
SINGAPORE, PENANG & CALCUTTA	CATHERINE APC.	AR. Brit. str		G. F. Hudson H. Koods	JAVA-CHINA-JAPAN LIJH	On 31st inst., at Noon Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c	TIKINI	Thur by				

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Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363 6,232	J. Boyd S. Shotton	On 7th April. On 5th May.
SUVERIC KUMERIC	4,657 6,232	F. W. Davies J. Mathie	On 11th June. On 5th July.

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Hongkong, 18th January, 1910.

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FOR	STEAMERS	TO SAIL.
YOKOHAMA & KOBE	COBLENZ " { Capt. H. RAEGENER {	2nd April.
KUDAT & SANDAKAN}	"BORNEO" { Capt. F. SEMBLLE	Thursday, 31st Mar., at 9 A.M.
GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN)	Capt. O. PAHNKE	Wed'day, 6th April, at Noon
BHANGHAI, NAGASAKI, KOBE) and YOKOHAMA	"GOEBEN" Capt. B. Wilhelmi	About 6th April

MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

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- 4 전 : 스탠드스 및 경험도 하는 제 및 사회 (1982년 12 - 1992년) <mark>- 11 - 11 - 12 - 12</mark>	
	그림 생님, 그리다는 사이로 그리다는 사람들은 사고 그렇게 그리고 그 그리는 것이 되었다. 나를 살아 먹는 것이다.
From Hongkong.	From St. John, N.B.
요즘이 있다. 하는 아이는 AN 얼굴하다 요요를 모르게 하면 하는 사람들이 모르는다. [From Quebec.
그는 그러지 않는 것은 사람이 그렇게 되었다면 되었다그리 한 그렇게, 본 지수를 보고 있었다. 사람들이	Control of the Contro
"EMPRESS OF CHINA" SAT., 23rdApril	"EMPRESSOF IRELAND"Fat., 20th May
"EMPRESS OF INDIA" SAT., 14th May	"ALLAN LINE" FRIDAY, 10th June
	化三氯甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基甲基
"MONTEAGLE" Tuesday, 24th May	[마이토 스토스 (1) [마이트 중인 : 시청 [마이트] [마이토스 [마이트] [마이트] [마이트] [마이트] [마이트 [마이트] [마이트] [마이트 [마이트] [마이트 [마이트]
A THE PROPERTY OF THE PARTY OF	"EMPRESS OF BRITAIN" FRI., 1st July
"EMPRESS OF JAPAN" SAT., 4th June	THE TOPOSTOR DOMESTIA THE TANK THE
A TORENT TION OF CHITTEEN P. C CELL Tone	"ALLEN LINE" ' ' ' ' BIDAY, 22nd July
EMPRES OF CHINA DAY, 20th June	William Black Company
WINDSON ON THIST A P D Car 1646 Told	I GEMERRAS OF TREET, AND VERY, 12th Aug.
THE STEED OF THISTY STATE TOWN OF THE	"EMPRESS OF IRELAND"Fer., 12th Aug.
그리는 사람들이 들어나 살아가를 받아 있다. 그리고 그녀들이 그리고 나를 하는데 그리고 들어 되었다.	<u>11. 14. 1. 4. 1</u> . 1. 1. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.

Steamships leave HONGKONG at 7 A.M. " Empress" at 12 Noon. "Montesgle"

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ું કે કે ફિલ્મ કે કે લે ફેર કે જો કેટ્રેક કે કેન્દ્ર માટે કહે કે કે કે ફેર્મ માટે કે ફેર્ડ કે કે ફેર્ડ મોટે ક		
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Transhipping on the Co.'s Steamers at Singapore for Batavia ; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea, Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Bailway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. THOMAS, AGENT, Queen's Building.

STEAMSHIP (WITH LIBERTY TO CALL AT MALABAR PROPOSED SAILINGS FROM HONGEONG.

FOR NEW YORK. ... On 29th March. FOR NEW YORK AND BOSTON. DACRE CASTLE" ... On 12th April For Freight and further information, apply to DODWELL & Co., LTD.,

Agents. Hongkeng, 11th March, 1910.

HE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TRAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. LYMOUTH AND LONDON.

PHROUGH BILLS OF LADING ISSUED FOR BATAYIA, PEBSIAN GULF, CONTINUENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA," Captain H. Powell, carryin His Majesty's will be despatched from this for Bombay &c., on SATURDAY, the 2nd April, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Mongotia." 9.505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer. proceeding direct to Marsailles and London: other cargo for London, &c., will be conveyed

via Bombay by the R.M.S. "MANTUA," dua in London on the 13th May, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Superintendent. Hongkong, 21st March, 1910.

JAVA ASIATIC S.S. COMPANY.

FOR SAN FRANCISCO. (Taking through Cargo to Los Angeles.)

THE Steamship "STRATHSPEY Will be despatched for the above Port on or about the 2nd April.

For Freight and Further Particulars, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 23rd March, 1910.

FOR WLADIWOSTOCK.

THE Steamship "TUNGUS." Captain Halvergen, will be despatched for the

above Port on TUESDAY, the 5th April, 1910, at 4 P.M. For Freight or Passage, apply to-HAMBURG-AMERIKA LINIE, Hongkong Office

Hongkong, 25th March, 1910. SHIRE" LINE OF STEAMERS. LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

"GLAMORGANSHIRE." Captain H. C. Norris, will be despatched as above on or about 21st April. For Freight or Passage, apply to JARDINE, MATHESON, & Co., Ltd.,

Hongkong, 3rd March, 1910. THE AMERICAN AND ORIENTA

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.) HE Steamship

"INVERIC," will be despatched for the above Port on TUESDAY, the 26th April, 1910. For Freight apply to ARNHOLD, KARBERG & Co., General Agenta. Hongkong, 15th March, 1910.

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NOTICE-THIS COAL can only be-obtained from THE LABUAN COAL-FRESH COAL straight from the Mines Steamers load at the vy harves. Quick despatch Telegrams: "Labor Labuan." BRADLEY & Co., Agenta. Honpkong, 12th August, 1909.

Cutler, Palmer & Go.'s



Gutler, Palmer & Co., London.

STEAM NAVIGATION COMPANY.

REMARKS [ABSAYE] About 31st] Freight and Capt. Ower. Jones, R.N.R. ... | March | Passage. LONDON and ANTWERP ANG COLOMBO, PEN. MANILA Capt. W. R. E. Mare, R.N.R. April. Freight only. SAID and MARSEILLES For further Particulars, apply to E. A. HEWETT, Superintendens. Hongkong, 25th March, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION. STHAMERS SHANGHAI

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SHANGHAI

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS
CAIRNS, TOWNSVILLE, B

BANE, SYDNEY & MELBOURNE DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State. rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Salbon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsus and Northern China Ports. N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY

Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to-Hongkong, 29th March, 1910

CAIRNS, TOWNSVILLE, BRIS-

BUTTERFIELD & SWIRE. AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO

** CHIPSHING**... Tuesday, 29th Mar., 4 P.M.

** SHANGHAI KOBE & MOJI ... "FOOKSANG**... Friday, 1st April, Noon.

** MANILA LOONGSANG** Friday, 1st April, 4 P.M.

** LOONGSANG** Friday, 1st April, 4 P.M.

SHANGHAI "WINGSANG" ... Saturday, 2nd April, Noon. ** SHANGHAI "CHOYSANG" Sunday, 3rd April, D'light SHANGHAI "HANGSANG" Sunday, 3rd April, D'light SINGAPOBE, PENANG & CALCUTTA" KUTSANG "Monday, 4th April, Noon. SINGAPORE, PENANG & CALCUTTA" KUMSANG" ... Friday, 8th April, Noon. MANILA "YUENSANG" Friday, 8th April, 4 P.M. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yangtere Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Bul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 29th March, 1910. GENERAL MANAGERS.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATICCo., LD

GOTHENBURG.

SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DATE OF BAILING. STEAMERS DESTINATION SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR"..... Middle of April.

For Further Particulars apply to Honskong, 18th March, 1910.

Capt. W. C. Passmore

MELOHERS & CO., AGENTS.

at 10 A.M.

DOUGLAS STEAMSHIP LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE. FOR LEAVING.

SWATOW, AMOY and TUESDAY, 29th Mar., FOOCHOW. "HAHWUN" "HAICHING" SWATOW, AMOY and FRIDAY, 1st April, FOOCHOW.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR

BLAKE PIRE). · Swatow for Passengers only.

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS. Hongkong, 25th March, 1910.

HAMBURG-AMERIKA HAMBURG.

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to HAVRE. BREMEN and HAMBURG and to NEW YORK. FYAKING Cargo at Through Bates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genca, and other Mediterranean. Levantine. Black See and Baltic Ports.

and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR MARSEILLES & HAMBURG: FOR SHANGHAI, KOHE & YOROHAMA: S.S. ANDALUSIA... 8th April. FOR BOTTERDAM & HAMBURG:

S.S. SILESIA 21st April. SS. SENEGAMBIA ... 6th May. SUVERIA ... 18th May.

Hongkong, 25th March, 1910.

S.S. LIBERIA ... 15th April. Further Particulars, apply to—
HAMBURG-AMERIKA LINIE, Hongkong Office.

FOR HAVEE & HAMBURG:

HOMEWARD.

S.S. SPEZIA... 3rd April.

S.S. C. FERD. LAEISZ 15th April.

SOUTH AMERICAN LINE.

REGULAR STRANSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, BTG. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. BUYO MARU 10,500 tons gross ... Sail April 27th, at Noon. S.S. HONGKONG MARU 11,000 " " June 25th, at Noon. S.S. BUYO MARU 10,500 " " Oct. 22nd, at Noon. S.S. HONGKONG MARU 11,000 " " Dec. 21st, at Noon. For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building. Hongkong, 31st January, 1910.

YUSEN KAISHA.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS SAILING DATES.

HITACHI MARU WED'DAY, 30th Mar., at Daylight. Capt. N. Mathieson, 7,000 MARSEILLES, LONDON and MIYAZAKI MARU ANTWERP, via SINGA-WED'DAY, 13th PENANG 9,000 April, at Daylight PORE. Capt. T. Murai. COLOMBO and PORT KITANO MARU SAID ... WED'DAY, 27th Capt. F. E. Cope, 9,000 April, at Daylight.

S KAMAKURA MARU) SATURDAY, 23rd VICTORIA B.C. & SEATTLE Capt. K. Kori.

VICTORIA, B.C. and (§ AWA MARU TUESDAY, 29th SEATTLE, via SHANGHAI, Mar., at Noon. Capt. S. Ishikawa, MOJI, KOBE, YOKKAICHI,] SINABA MARU TUESDAY, 26th and YOKOHAMA .. Capt. K. Kawara, April, at Noon.

SYDNEY and MELBOURNE YAWATA MARU FRIDAY, 15th via MANILA, THURSDAY April, at Noon. Capt. T. Sekine. ISLAND, TOWNSVILLE NIKKO MARU FRIDAY, 13th May, and BRISBANE Capt. M. Yagi,

SADO MARU THURSDAY, 31st KUBE and YOKOHAMA Mar., at Noon. Copt. S. Hiortdahl. BOMBAY VIA SINGAPOREST TOSA MARU TUESDAY, 5th and COLOMBO Capt. Y. Nom .ra.

JI BOMBAY MARU SHANGHAI and KOBE TUESDAY, 12th Capt. Teranaka. April. NAGASAKI, KOB? NIKKO MABU WED'DAY, 13th

YOKOHAMA ... Capt. M. Yagi, April, at Noon. § Fitted with New System of Wireless Telegraphy. ‡ Cargo only. Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers, Round the World Tickets also issued. Between Nagasski

and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 28th March, 1910.

KUSUMOTO, MANAGER. [13

CHINA AND



•	STEAMSHIP	Tons.	CAPTAIN	POB	SAIL	ing Date.
		2540 A	Fraser	Manila	On 2nd	April, Noon
٠.	ZAFIRO	2540 I	L. Bodger	Manila	On 9th	April, Noon.
	For Freight or Par Hongkong, 28th Mar	sage apply	to	SHE	WAN, TOM	FS & Co
:	Hongkong, 28th Mar	ch. 1910.			General Mana	gors. [12

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STEAMERS Tops LHAVES. (Gross reg.) "SEATTLE MARU" WED'DAY, 20th TACOMA VIA MOJI, KOBE Capt. T. Saito April, at Noon. and YOKOHAMA "CHICAGO MARU" WED'DAY, 18th Capt. I. Gotc. 6,182 May, at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOR STEAMERS LHAVES. ANPING VIA SWATOW "SOSHU MARU" WED'DAY, 30th Mar. & AMOY Capt. K. Sugr at 10 A.M. SHANGHAI VIA SWATOW, "BUJUN MARU" THURSDAY, 31st Mar. AMOY & FOOCHOW Capt. Y. Fuseno at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. The Newly Built Steamers: "CHOSHUM MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA. MANAGER

SHIPPING IN PORT.

STEAMERS. ANTILOCHUS, British str., 5,792, A. R. Stewart 23rd Mar.—Tacoma 23rd Feb. General— Butterfield & Swire. Antung, Norwegian str., 904, Ole O. Danielsen, 7th March-Chinkiang 2nd Mar., Groundnuts-Asgoard, Thoreson & Co.

ASIA, British str., 2,936, Harry Gaukroger, 24th March-San Francisco 23rd Feb. General-P. M. S. S. Co. ATLANTIC, American str., 961, E. de Orezco, 22nd March-Manila 18th March-J. M.

Awa Manu, Japanese str., 3,912, S. Ishikawa, 20th Mar.—Shanghai 17th March, General -Nippon Yusen Kaisha. AVMEDIC, British str., 2,789, J. Boyd, 18th March-Paget Sound 13th March, General

-Dodwell & Co BENGLOE, British etc., 1,933, W. A. Guy. 23rd March—Shanghai 18th March, Coal— Mitsui Bussan Kaisha. BORNEO, German str., 1,344, T. Sembill, 23rd March—Sandakan 18th March, Timber and Rattan—Melchers & Co. CARL DIEDERICHSEN, German str., 774,

Kayser, 26th Mar.—Haiphong and Hoihow 25th March, General—Jebsen & Co. 7,000 April, from Kobs. Cathay, Danish str., 2,648, Kruse, 19th March-Singapore 11th March, General-Melchers & Co. CATHEBINE APCAR, British str., 1,730, G. F.

Hudson, 22nd March - Singapore 15th March, General—David Sassoon & Co. CEYLON MARU, Japanese str., 4.142, F. L. Pyne, 27th March-Bombay 11th March-Nippon Yusen Kaisha. CHANGCHOW, British str., 1.202, Rees Lewis,

24th March-Tonrane 21st March, Coal-Butterfield & Swire. CHIPSHING, British str., 1,199, F. Mooney, 23rd March-Tientsin 15th, Chefoo 16th and Weihaiwei 18th March, General-

Jardine, Matheson & Co. CHIYUEN, Chinese str., 1,171, C. Stewart, 19th March-Shanghai 15th March, General-C. M. S. N. Co. Competitor, British str., 2,216, W. W. Mel-

ham, 18th March - Mauritius 21st Fob., Sugar-Jardine, Matheson & Co. DAGNY, Norwegian str., 883, Solveson, 19th March-Kwang Yen 15th March, Coment Stone—Asgaard, Thoreson & Co.

DEN OF OGIL, British str., 2,522. H. C. COAL DEPARTMENT. Hemming, 22nd March-New York 30th December, Case Oil-Standard Oil Co. FIUME, British str., 839, H. Nilsen, 23rd Mar. -Saigon 18th March, Rice and General-Barretto & Co.

FURURA MARU, Jap. str., 3,639, S. Kumawaki, 24th March Moii - Coal Mitani Bussan Kaisha.

GERMANIA, German str., 500, C. Jepsen, 22nd March South Sea via Sydney 27th Jan., Copra - Biemssen & Co. HAIMUN, British str., 636, J. W. Evans, 27th

March-Foochow, Amoy and Swatow 26th March, General-Douglas, Lapraik & Co. HEIMDAL, Norwegian str., 792, Johnson, 24th Mar.—Saigon 20th Mar., Rice—Asgaard, Thoresan & Co.

HONGMOH, Brit. str., 2,555, R. S. Bainbridge, 24th March - Singapore 18th March, General-Joo Teck Seng. HUNAN, British str., 1,143. Wm. Benson, 21st March-Wuhu and Chinking 16th Mar., General-Butterfield & Swire.

Ivo Manu. Japanese str , 3,918, T L. Harrison, 14th March-London via Singapore 7th March, General-Nippon Yusen Kaisha. Kachidate Maru, Japanese str., 2,128, Y. Yamaguchi, 25th March—Moji 19th Mar., Coal-Ataka & Co. Konsichang, Germanstr., 1,292, O. Scheidling.

24th Merch-Bangkok and Hoihow 23rd March, Rice-Butterfield & Swire. KWANGSE, British str., 1,228. C. P. Cole, 10th March—Wakamatsu 4th March, Coal— Mitsui Bussan Kaisha.

KWANGTAR, Chinese str., 1,536, W. H. Lunt, 23rd March—Shanghai 20th March, General-C. M. S. N. Co. LINCATEN. British str., 2,347, C. S. Jackson,

27th Mar.—Manila 24th March, Hemp and General-Jardine, Matheson & Co. Maroa, British str., 4,467, Adams, 26th March

-New York, Kerosene Oil-Standard Oil MAUSANG, British str., 1,644, G. S. Weigall, 17th March-Sandakan 12th March, Logs and General-Jardine, Matheson & Co.

MICHAEL JEBSEN, German str., 951, J. Petersen. 24th March-Swatow 23rd March, Ballast, Jobson & Co. NIPPON, Austrian, str., 4,014, Tarebochia, 24th March-Shanghai 21st March, General-Sander, Wieler & Co.

PAOTING, British str., 1,270, Jones, 10th March —Saigon 4th March, Rice and Paddy—Butterfield & Swire. PITSANULOK, German str., 1,067, D. Reimers.

27th March-Bangkok 20th March, Rice-Butterfield & Swire. PRINZ SIGISMUND, German str., 1,944, D.

Lenz, 27th March—Nagasaki 22nd March, General—Melchers & Co. PRUTH, British str., 2,067, Gass, 3rd March—Saliff 1st February, Salt—Dodwell & Co. RAJAH, German str., 1,275, H. C. Roher, 24th March-Bangkok and Kohsichang 17th

March, General-Order. Signal, German str., 907, G. Schlaikier, 23rd March-Saigon 18th March, Rico, Paddy and Meal-Jebsen & Co. Soshu Maru, Japanese str., 1,805, Y. Yama-

moto, 26th March—Anping, Amoy and Swatow 25th Mar., General—Osaka Shosen Kaisha. ZECHUEN, British str., 1,342, Sidford, 25th March-Hongay 23rd March, Coal-C. M.

TAISHAN, British str., 1,140, J. F. Laing, 5th March-Hongay 3rd March, Coal and Coment-Bradley & Co. TAIWAN, British str., 1,042, A. Jenkyns, 25th March — Saigon 20th March, General—

8. N. Co.

PRAN, British str., I,350, Outerbridge, 25th March - Manila 22nd March, General-Butterfield & Swire.

Thornts, Norwegian str., 1,091, F. Jorgensen, 25th March-Bangkok via Swataw 24th March, Rice—Asgaard, Thoresen & Co. VICTORIA, Swedish str., 989, Thor. Eckert, 26th March-Kwang Yen 23rd March, Cement Stone-Wallem & Co.

Yeemo Marv, Japanese str., 2,350, 20th March-Moji 14th March, Coal-Osaka Shosen Kaisha.



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AGENCIES:-YOKOHAMA: M. ASADA, Esq. CHINKIANG: Mesers. GEARING & Co. MANILA: Messes. MACONDRAY & Co.

For Particulars apply to H OISHI, Manager, No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909.

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SHARE LIST .-- QUOTATIONS.

Hongkong, March 24th, 1910.

NO. OF

120,000

50,000 50,000 200,000

8,000 2,000

40,000

10,000 55,700 36,000

7,000

60,000 12,000 8,000 5,000

60,000

10,000 20,000 24,000 8,000

10,000

150,000

12,500

16,000

200,000

25,000

50,000

BHARES.

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POST OFFICE NOTICE

Only, fully prepaid letters and postcards are transmissible by the SIBERIAN Soute to EUROPE.

The Assaye, with the English mail of the 4th instant, left Singapore on Saturday, the 26th inst., at 9.30 s.m., and may be expected here on or about Thursday, the 31st inst., at 6 a.m. The parcel mails closed in London for despatch by the all sea route on the 23rd February, and for despatch overland on the 2nd March.

FOR	PER	DATE.
	Haimun	Tuesday, 29th, 9.00 A M
Swatow, Amoy and Fooelow Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria and Scattle	Awa Maru	Tuesday, 29th, 10.00 A M
SIBERIAN MAIL TO EUROPE	Flume	Tuesday, 29th, 10.00 A M
Baigon Weihaiwei and Tientsin	Chipsking	Tuesday, 29th, 10.00 A M Tuesday, 29th,
		Drinted Matter and Sam-
		10.00 A M L
EUROPE, &c., India via l'uticorin		Daniefration 10.00 4 M
(Late Letters 11.00 A.M. to NOON. Extra		Registration, With this
Postage 10 cents.)	Tonkin	fee of 10 cents, up to
		10.45 A M) Registration, Kowloon
The Para Brick Highlia Citizan Carry Transcription Company Com		B.O 10.00 A M
included in this contract mail.)		No late fee.
		Tottory 11.00 A M
	ATTENDED	i specialize 29th, 200 P M
Manila	Tean Tamsui	Tracarley 29th, 5.00 P M
Awatow, and Shanghal	Wingsang	Tuesday, 29th, 3.00 PM
	Hitachi Maru	Tuesday, 29th, 5.00 P M
Ringhapore, Penang and Colombia	Michael Jebsen	Wednesday, 30th, 11.00 A M Wednesday, 30th, 5.00 P M
	C. Diederichsen	Thursday, 31st, 11.00 A M
Mainow Bott Chapter S.	. L. C. Apear	Throught 315% 3.00 F A
Singapore, Foliais	Kueichow	Thursday, 31st, 3.00 P M
Tientsin Shanghai	Chenan	-: APRIL:-
		Friday, 1st, 9.00 A M
Bwatow, Amoy and Foochow	Haiching	Triday Jet, 11.00 A M
Bhanghai, Kobe and Moji	Foolesang	Friday, 1st, 3.00 P M
Manila	Loongsang	Claimeday, 2nd.
		Printed Matter, and Sau-
		ples 9.00 ⊾ M
		Registration. 9.00 A M
WARE YOKOHAMA		(Registration, with late fee of 10 cents, up to
BRANCHAI, NACASAKI, KODE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Asia	9.45 A M)
SIBERIAN MAIL TO EUROPE		Registration, Kowlood
DILITINATE AND THE PROPERTY OF		B.O 9.00 A 1
		No late fee
	. Programme to the second of the	1023 A M

CLEARING OUT STOCK BELOW

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Tls. 500

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\$250 \$100 83.33 \$250

\$100

Tls. 50

Fcs. 250

CLOSING QUOTA

TIONS CASH.

\$955, buyers

£6 \$76, buyers

12/6 | \$10, buyers

\$12 \$94, buyers

50 Tls. 129, sales

\$6 \$18, buyors

all \$602, sellers

\$64 89, sellors

\$25 | \$10, sellers

\$10 | \$63, sales

\$205.

\$10 | \$20½, sales

3110, sales

₹85, sellers

\$165, sellers

5212 sellers

\$50 \$170, buyers

\$20 \$109, buyers

\$25 \$92, buyers \$50 \$3372, sales

3100 \$910, sellers

360 \$230, Nom.

Tls. 50 Tls. 106.

£5 Tls. 115, Nom.

\$101, sellers

284, buyers

\$28, buyers

\$625, buyers

163, buyers

\$141, sal. & buy.

\$173, sal. & buy.

\$10½, buyers

\$29, sellers

\$50 \$50, sellers

\$25 | \$7, sellers

\$15 \$30½, sales

\$31, sellers

65, sal. L'don ±5.10.

88 - buyers - ... \$25, sal. A sel.

1 \$142, sellers

\$25, buyers \5, buyers

\$10.

\$10 | \$41, sellers

\$10 \$10, buyers

\$10 87, sellers

\$10 \$300.

\$10 \$9, sellers

≥3, buyors

Tis. 100 Tis. 82. Tis. 100 Tis. 115, x.d.

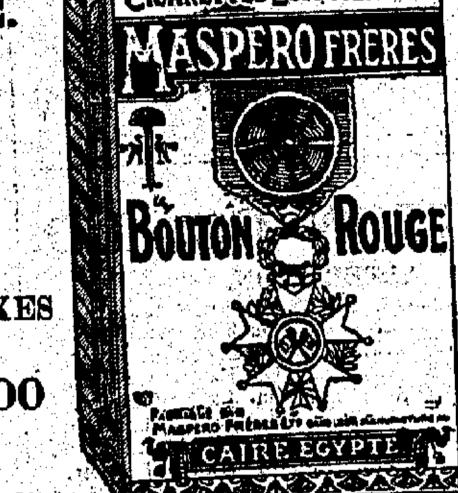
\$59, sollers

75 Tie. 64.

Tls. 100 Tls. 71.

Tls. 500 Tls. 370.

\$6½, buyers



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Per Kucichow, from Tientsin, Mr Hornsby. Per Singan, from Haiphong, &c., Mr Lallin. Per Wingsang, from Shanghai, &c., Mrs Kehvaldt.

Per Chenan, from Shanghai, Mrs Sidford and child, Capt, Brymer and Mr Klop. Per Oceanien, from Marseilles, &c., Mr and Mrs Doire, Mr and Mrs Adis, Mr and Mrs Amiao, Major E. H. Davis, Dr. Muller, Messrs Barker, Horn and John Hater. Per Hitachi Maru, from Japan, &c., Mr and Gray, Misses Morrison and Sutherland,

M. G. de Cruz, W. Hadley, A. Heise, G. C. Ripley, T. Bridgmann, B. Shamdas, B. Naroomal, J. Kumazawa and R. Imeaura. Per Fooksang, from Calcutta, &c., for Hong. kong, Misses C. Simonds and A. G. Bowden Rev. F. N. Engle, Rev. J. M. Sheet, W. D. Coull and L. D. Whiffin; for Shanghai, Mr C. Cousan; for Kobe, Captain

S. B. Combe. Per Rubi, from Manila, Mr and Mrs Kerr Mr and Mrs McIntyre, Mrs Cummings, Mrs S. Wright, Mrs Kanneberg, Mrs Darby, Mrs Marin, Mrs McClean and infant Messrs A. Kurngle, W. G. Blackil, W. Cantley Ch. Block, Greilsamuve, C. I. Parker, D. Walker, Clifton Robinson, Ohtani, Griffith and Atkinson.

STEAMERS PASSED THE CANAL. March 1st Benalder, Glenroy, Inveresk, Monmouthshire, Myrmidon, Sardinia. 4th-Oceanien. Priam. 8th Aragonia Astyanan, Belgravia, China, Kennebec, Sado Maru, Sumatra. 11th-Andalusia, Ching Wo, Deucalion, Nore. 15th-Benavon, Goeben, Palawan. 18th-Hirano Maru, Mishima Maru, Salazie, Yorck. 22nd-Breconshire, Glenlogan, Kaisow, Meinam, Nyanza, Pali Ling, Seneca.

ARRIVALS AT HOME. March 22nd-Brasilia, Ping Suey, John Hardie, Vandalia.

HONGKONG TIDE TABLE.

From March 20th to 4th April, 1910.

	B	ion Water.	LOW WATER.		
DAY of Weeks	Day of Mouth.	Hougheng Mean Time.	Height	Hongkong Mosn Time	Height,
Tues. Wed. Thurs Pri. Set. Sun.	29 30 81 1 2	m 11 0 11 52 m m 11 2) m 0 53 m 11 44 m 1 43 0 19 a No inferior	ft. 8 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	b. m. m 5 3 6 43 a m 5 29 6 52 a m 5 53 7 28 a m 5 35 8 54 a mor low 10 30 a nor low	tt. in. 5 6 2 1 5 0 9 8 5 3 2 4 Water. 1 8 water.
Mon.	нс	No interior	METE EGIST	nor low OROLOGIC	

Hongkong Observatory, March 28th Ersylous Day On Date at On Date at 6 p.m. 80.04 29 94 Barometer Temperature ... Humidity Wind Direction Force ... Westler

Highest open air Temperature on 27th 75 Lowest open air T. mperature on 27th 68

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3 P.M.—Austion of Property at Sales Rooms, by Mr. Geo. P. Lammert. 5.30 P.M.-Consecration of Protestant Cometery, Happy Valley. P.M.—New No. 1 Bandmann Opera Co. at. Theatre Royal.—The Dollar Princess.

FORTHCOMING EVENTS. Wednesday, 30th March-Buffs Regimental Annual Meeting Hongkong. Volunteer Reserve Association, 5.30 P.M. Saturday, 2nd April-Annual Devonian Dinner of Devonian Society, at Hongkong Hotel. Wednesday, 13th April—Thirty-Seventh Ordi-nary Yearly Meeting of Union Insurance

Society of Canton, Ltd. Wednesday, 13th April-Forty-Fourth Yearly Ordinary Meeting of China Traders' Insurance Co., Ltd.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS

	March 24t	h
M LONDON:	1/9	• • • •
Telegraphic Transfer Bank Bills, on demand	1/Q-L	
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Documentary Bills 4 month	a mohtil/9.2	
Documentary man and mount	m mr Program - re	Habar : - · ·
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Orogica, at a months as a		
On demand	1793	•
ON NEW YORK:-		•
Dank Dillo on demand	423	
Credits, at 60 days' sight	.437	
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OF CLEATIONS -	200	
This company is Transfer	130	
Bank, on demand		•
A		
Dank at except	743	
A	M	,
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ON BATATIA -On demand	105	굺
ON MANILA:—OB demand ON BINGAPORE:—On demand ON HAIPHONG:—On demand	dB	_/_ pm
ON SAIGON :—On demand ON BANGKOK :—On demand	73	*/. pm
ON BANGKOE :- On demand	l88	
SOVEREIGNS, Bank's Buying	Rate\$11	L.40
GOLD LEAR. 100 fine, per to	ol\$59).30 ⁻

SUBSIDIARY COINS.20 cents pieces......\$8.96 discount.\$8.70 Hongkong ...10

OPIUM. March 24th. Quotations are :-\$2,810/2,820 \$2,600/2,700

THE INDIAN MAIL. The Indo-China str. Kumsang from Galcutta. and the Straits left Singapore for this port on the 25th inst. THE CANADIAN MAIL.

The C.P.R. str. Empress of China arrived at Yokohama at 7 a.m. on Friday, the 25th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on the 26th.

THE ENGLISH MAIL. The P. & O. str. Assays left Singapore for this port on the 26th instant, at 9.30 a.m., with the outward English Mails, and is due here on. the 31st instant, at about 6 a.m. THE AUSTRALIAN MAIL.

The I.G.M. str. Coblens left Yap on the 28th. inst., at 7 a.m., and may be expected here on or about the 4th prox. THE AMERICAN MAIL.

The P.M. str. Mongolia left Yokohama on the 26th inst., and is scheduled to arrive at. Hongkong on the 8th prox. MERCHANT STEAMERS. The Bank Line Ltd's, str. Suveric left Vanconver on the 13th instant for Hongkong via

Japan ports.
The Mogul Line str. Atholi left the United Kingdom on the 12th inst. for Hongkong via The str. Glenroy left Singapore on the 24th

inst,, and is due here on or about the 31st inst. The O.S.K. str. Seattle Maru left Tacoma.

for this port via Japan and Manila on the 4th inst,, and is expected to arrive here on or about. the 12th prox.

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